

DRAFT
CIRCULATION ELEMENT
OF THE
TEHAMA COUNTY GENERAL PLAN

Adopted by the Plannning Commission
December 19, 1985

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TEHAMA COUNTY CIRCULATION ELEMENT

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TEHAMA COUNTY CIRCULATION ELEMENT

I - INTRODUCTION

According to the State of California Government Code Section 65302(b), the Circulation Element consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and public transit systems, all correlated with the land use element of the General Plan.

Since the circulation element was first required in 1955, transportation technology and needs in California have changed greatly, with the emphasis today on the development of a balanced, multi-modal transportation system. The policies and plan proposals of the Circulation Element are to:

Serve to coordinate the transportation and circulation system with planned land uses;

Promote the efficient transport of goods and the safe and effective movement of all segments of the population;

Make efficient use of existing transportation facilities;

Identify the County's policies on the maintenance and improvement of the existing and future circulation system necessary to serve future development delineated in the Land Use Element.

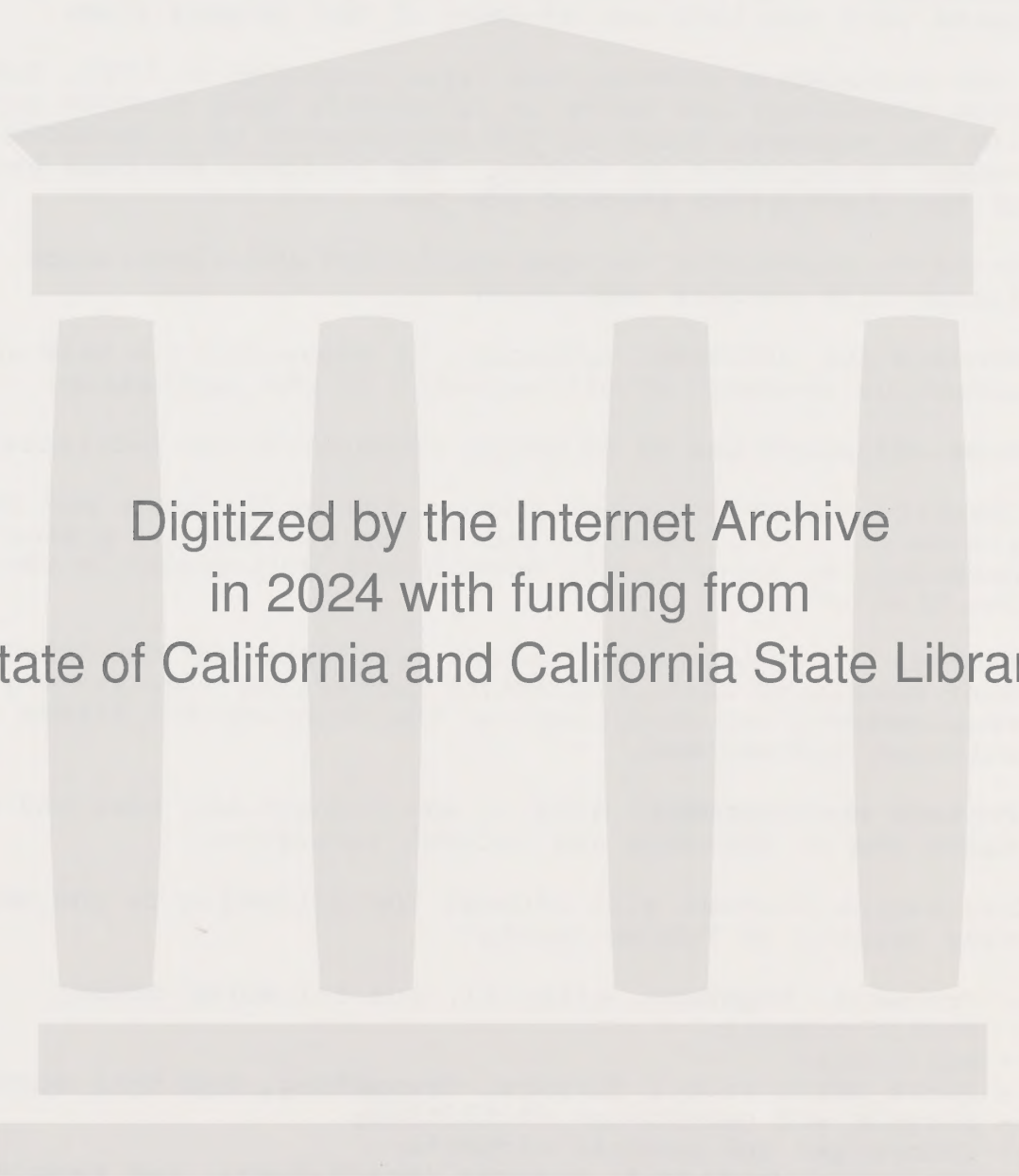
Provide the existing and future residents and the development community with information concerning constraints, requirements and conditions of the existing and future circulation system; and,

Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The Circulation Element will address the following to the degree that they pertain to Tehama County:

- Freeways, highways, arterial, and collector roads;
- Public transit;
- Railroads;
- Paratransit (e.g., jitneys, carpooling, and taxi service);
- Bicycle and pedestrian facilities;
- Commercial and general airports;
- Navigable waterways, harbors (small-boat), and terminals; and,
- Pipelines for petroleum and natural gas and facilities for the transportation of electricity.

This element serves as a means of providing regional input to the state on significant transportation issues.



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Issues that play an important role in the development of this Element can be identified by considering the following question. "How can a circulation and transportation system be provided which meets the travel needs and desires of the residents and employers of the County without exceeding the capacity of both the natural and economic environment to support that system?" These issues are:

- Providing mobility to all segments of the County.
- Facilitating the flow of regional travel.
- Protecting residential neighborhoods.
- Insuring public safety.
- Providing adequate access to all residential, commercial and industrial development.
- Protecting capital resources.
- Providing the cost of operations.
- Providing for intercounty travel.
- Protecting the environmental resources of the County.

HOW ISSUES ARE TO BE ADDRESSED

Circulation issues will be addressed in three ways: data and analysis; policy; and implementation program.

Data and Analysis

Sound policy depends on solid information, but general plan requirements in this area vary. State law does not explicitly require that factual data supporting a general plan's policy be formally adopted. This background information, however, will be given official status by reference to it in the text of the general plan.

Policy

Policy consists of those parts of the plan that direct private and governmental action. State law defines the general plan as a "statement of development policies" consisting of "a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals" (Government Code Section 65302). The zoning and subdivision consistency requirements refer to "the objectives, policies, general land uses and programs" specified in the plan (Government Code Sections 65860 and 66473.5). No matter how these terms are defined in a general plan, it is important that they be used consistently and that the terms, taken together, range from the general to the specific. The following is a set of definitions, advanced by State Guidelines.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. Example: "Provide an effective, balanced, coordinated, and cost effective circulation and transportation system to serve the needs of all people in Tehama County."

Objective - A measurable goal. Example: "Establish an inventory of County roads which will determine priorities for meeting circulation and transportation needs."

Policy - A specific statement guiding action and implying clear commitment. Example: "Adopt a single set of road standards uniformly applied to all subdivisions, including parcel maps, and actual development."

Standard - A specific, often quantified guideline defining the relationship between two or more variables. Standards can often directly translate into regulatory controls. Example: "A Local street provides access for 25 to 49 potential residences. Local streets provide direct access to individual adjoining properties. Local streets are not shown on Plan maps."

Implementation Measure - An action, procedure, program, or technique that carries out general plan policy. Example: "Amend the Zoning Code to require the siting of a residence a minimum of 75 feet from the right-of-way line of an arterial or collector with a projected Community Noise Equivalent Level (CNEL) of 65 decibels or higher."

Implementation Program

The implementation program must consist of measures consciously selected by the County, not merely a list of possible measures. A few, well conceived measures will accomplish more than a long list of "possible" measures. As a practical matter the general plan becomes a more effective guide for the future action when it includes specific implementation measures for all policies. Policies tied directly to an implementation program will be more realistic and practicable. A detailed, short-term implementation program (which, because it is short term, should be reviewed annually) also links the policies of the general plan directly to the capital improvement program and the annual budget cycle. The explicit statement of implementation measures in the general plan also establishes a commitment to action and clear accountability.

THE PLANNING AREA

The Circulation Element will cover all territory within the boundaries of the County. It will also take into account any area outside its jurisdiction which, "bears relation to its planning (Government Code Section 65300)."

The Element will address the three incorporated cities of Red Bluff, Corning, and Tehama, even though it does not exercise direct regulatory control over these cities. The issue is more a question of how mutually respective circulation and transportation services and facilities affect each other in order to provide a framework for the coordination of policies and plans of the County and its cities.

Coordination of circulation and transportation systems underscores the need for intergovernmental cooperation. Local governments face a problem in coordinating city and county actions in unincorporated, fringe areas. While state law offers no clear guidance, cities and counties ought to work together in clearly delineating planning areas and developing formal agreements for processing development and transportation proposals.

THE REGIONAL PERSPECTIVE

All institutional, legal and legislative developments have a bearing on local governments when preparing and adopting their general plans. While not generally required by state law, accommodating regional concerns and needs in the Element can result in pragmatic solutions. In addition, funding from State and Federal agencies is dependent on meeting regional goals. The implications of regional plans by the various state agencies, in particular, the California Department of Transportation should be kept in mind. Accordingly, the Circulation Element will include an analysis of the extent to which the plan's policies, standards, and proposals conform to regional plans.

Another major regional implication is the affect on air quality which transcends regional political boundaries. The entire Sacramento Valley Air Basin is susceptible to air pollution, more specifically particulate matter resulting primarily from travel along unpaved roads and agricultural activities, in particular burning. Much of this particulate matter impacts Tehama County due to activities in adjacent counties. As each County strives to improve conditions within their respective jurisdiction, the potential cumulative adverse effects on the air quality of the region will be reduced. The Plan proposes measures to reduce impacts on air quality, in particular through road paving.

FORMAT

Whereas this Element will be adopted as a single document, it still is legally a part of the Tehama County General Plan which is treated as a single document. The format selected will be consistent with that of the Tehama County General Plan Resources Group and Community Development Group adopted March 1, 1983.

THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

If any aspect of the Circulation and Transportation Element, or amendment, either individually or cumulatively, may lead to a significant effect on the environment, regardless of whether or not its total effect is adverse or beneficial, the County must prepare a draft Environmental Impact Report (Title 14, California Administrative Code Section 15080).

The Tehama County Planning Department has prepared an Environmental Checklist - Initial Study which identifies potential environmental impacts associated with the preferred alternative proposal of the "draft Circulation Element."

The draft Circulation Element takes into consideration those potential environmental impacts and proposes mitigation measures sufficient to avoid significant effects to the environment.

Since CEQA requires an EIR only when there are unavoidable adverse impacts it will not be required to prepare an EIR. Instead the County will prepare a Negative Declaration to satisfy the CEQA requirements.

II - COMPONENTS OF THE CIRCULATION AND TRANSPORTATION SYSTEM

Circulation and transportation system components include; highways and streets, railroads, public land transportation, air travel, wastewater, water, and pipe and transmission lines.

Of the various five long-range policy alternatives, the "Emphasize Multimodal Transportation" alternative has been recommended as the basis for the County's transportation policy. This alternative considers automobiles and trucks, public transportation, motorcycles, bicycles, pedestrians, rail transport, waterborne and air transportation as applicable to the County's existing circulation system.

Other alternatives considered were the "Do nothing, Status Quo, Emphasize Road Improvements, and Emphasize Public Transportation" of which neither are recommended. The "Do nothing" and "Status Quo" will only lead to a further deterioration of the circulation and transportation system and the "Emphasize Road Improvements" and "Emphasize Public Transportation" alternatives are comprehensively advanced through the "Emphasize Multimodal Transportation" alternative since they are not mutually exclusive. A "Constrained Air Quality" alternative was reviewed and emphasis has been placed in the Plan for the requirement of road pavement for land divisions in the County. Additional funding should be sought to speed the development of adequate transportation services. Projects should be compared based on their costs and benefits, with priority given to the more favorable projects regardless of the mode.

To emphasize the "Multimodal Transportation" alternative, a series of programs and actions are advanced which involve all modes. These programs are drawn from the analysis performed in this chapter. As previously indicated, the proposed Plan is multimodal. Although substantial emphasis is placed on the circulation component of the Plan, the other components of the Plan are intended to work together with the circulation system.

Highways and Streets

Highways and streets are the most important and extensive component of the circulation system. The automobile, which is the dominant mode of transportation, trucks, buses, and other forms of public land transportation all rely on the highway and street system to provide the primary form of transportation in the County. Neither within the immediate or foreseeable future will the automobile be replaced due to the rural nature of Tehama County, the existing and projected population base over the next twenty years, and the costs involved with alternative forms of transportation.

An additional component of the highways and streets system is the non-motorized facilities which include bicycle facilities, hiking trails, and equestrian trails. The Draft Tehama County 1982 Regional Transportation Plan reports that "while there are

existing bike lanes, hiking and equestrian trails in the County, none are considered to be of regional significance except the Pacific Crest Trail, which enters the County for a short distance near Lassen National Park. Bicycle and pedestrian facilities are in evidence in the more developed areas of the County; however, the predominantly rural character of the County and the fiscal constraints precludes development of extensive non-motorized facilities. As energy costs increase development of non-motorized facilities may receive greater emphasis.

Not all of the motorized and non-motorized modes of transportation can use the same highways or streets without special provisions to avoid safety conflicts. As an example, bicycle, pedestrian, and equestrian modes require the reservation of a portion of the right-of-way for their exclusive use.

Highways and streets are structured into a hierarchy depending on their function. The following functional hierarchy of highways and streets is used to describe the existing circulation network.

Freeways: accommodate high speed travel serving intercounty and interstate transportation needs. Access points are limited in order to maximize public safety and high speed travel efficiency. Interstate 5, 40.60 miles in length, is the only freeway in the County.

Highways: provide regional and statewide transportation connections. As with freeways, access points between highways and adjacent properties should also be limited in order to maximize safety and efficiency, yet to a lesser extent than freeways. However, in the County there are an excess of access points on Highways 36 and 99. State highways and their lengths are; Highway 32 (Deer Creek Highway) - 20.17 miles, Highway 36 - 110.38 miles, Highway 89 - 4.4 miles, Highway 99 - 25 miles, and Highway 172 - 8.92 miles. State Highway mileage in Tehama County totals 168.87 miles.

Arterials : serve as links in the circulation network by connecting major destination points. Facilities such as regional and community retail centers, industrial parks, offices and business parks, high density residential, as well as major educational facilities are located near arterials in order to maximize traffic efficiency. Access between arterials and adjoining residential properties should be limited for traffic safety purposes. Tehama County previously combined arterials and collectors, with no differentiation between the two, and defined them as the "Select System." Only roads in the Select System were eligible for federal funding. This criteria for funding has now changed and a "Select System" is no longer necessary. The total mileage for both arterials and collectors is 427.99 miles.

Collectors: accommodate traffic between arterial streets and major activity centers. Collectors may be either a 2-lane facility or multi-lane depending on the projected volume to

be carried. Generally roads projected to carry less than 10,000 vehicles per day may be a high standard 2-lane roadway, and those expected to carry greater than this volume should have a greater number of lanes. Within residential areas, traffic is funneled onto major collectors and then to connecting arterials. Small scale retail or commercial establishments may have direct access to collectors, but direct access to individual residential lots should be avoided to improve traffic safety and efficiency.

Minor: accommodate localized traffic providing access to collectors and in some instances arterials. Minor streets primarily provide direct access to residences. Tehama County maintains 676.64 miles of minor classified roads.

Private Roads: Over the years, the County has permitted the development of private roads which are not part of the County maintained system. The condition of private roads is on the average - poor. Even though private roads must meet minimum improvement standards, conditions deteriorate because road improvement and maintenance associations have difficulties in enforcing their responsibilities when property owners either refuse to pay their assessments or funds collected are insufficient. The only recourse is a civil suit against the association and/or non-payers by residents seeking road improvements. The County cannot accept by policy any road into the system which is not to County standards or is not "determined to be of interest to the general public." No definition is advanced which determines "of interest to the general public."

Existing Conditions

Traffic Volumes

To determine existing traffic volumes in the form of Average Daily Vehicle Trips (ADT) per dwelling unit, the Northern, Central, Southern, Western, and Eastern General Plan Planning Areas were divided into various zones. Zones were based on existing and proposed land division and development, arterials and collectors serving the zone, directional flow of traffic towards the cities and rural service centers, topography and other natural features. Once the zones were established, land areas were computed. Developed acreage was determined and using the General Plan net density factors, the number of existing units were generated. The land use designations and net density factors are as follows:

UR - Urban Residential	- 5 per acre
SR - Suburban Residential	- 2 per acre
RS - Rural Residential Small-lot	- 0.3 per acre
RL - Rural Residential Large-lot	- 0.25 per acre
GC - General Commercial	- 8 per acre
IG - General Industrial	- 6 per acre

General Commercial and Industrial factors are derived by standard per acre trip generation factor. Multiplying the acreage by the factor provides the projected ADT's for the particular area or zone.

Residential ADT's were generated based on three different trip generation factors in relation to distance from either the City of Red Bluff or City of Corning. Within one mile of each City, the trip generation factor was 12, within two miles the factor was 10, and beyond 2 miles a factor of 8 was used. The State Department of Transportation (CalTrans) uses a generation factor of 9.5 average daily trips (ADT's) per dwelling unit. This exceeds the ADT's typical of rural dwelling units, yet is less than that of urban units. Residents of areas further from "town" tend to consolidate trips whereas, urban residents have the convenience of less time and gas consumption expended. Rather than using a "worst case" factor, the generation factor based on distance from the two employment and commercial centers is more realistic. Applying the aforementioned factors to the Zones of existing development, TABLE I in the APPENDIX illustrates the ADT's generated.

Average Daily Trips were projected for development over the next twenty years, including the existing development, and for a period beyond the 20 year span. These combined totals project the total ADT's generated by the respective Zone. TABLE II IN THE APPENDIX identifies both the 20 year projected ADT's, ADT's to be generated beyond 20 years, and the total ADT's to be projected by a particular Zone.

The reason for a projection beyond the twenty year scope of the General Plan is that any action dealing with circulation infrastructure cannot preclude the County's flexibility to assure the "optimum" circulation necessary for a safe and well planned system. As an example, within the next twenty years, a particular road does not warrant improvement to a collector status because the traffic projected within that time span is insignificant. However, the ultimate development projected will generate traffic volumes necessitating a collector standard. This Element must evaluate and address this potential scenario even though it extends beyond the planning period. Whereas goals, objectives, and policies of other General Plan Elements may be easily altered due to their nature, the Circulation Element to be truly effective, cannot and therefore, must attempt to be far-sighted and realistic. A dilemma may arise; should the road be initially constructed to its ultimate standard or is there a mechanism which can be implemented to assure that the road can be improved to its ultimate standard when the demand is warranted? Can this be accomplished in a reasonable fashion so that the financial burden is not placed solely on a particular project proponent? These mechanisms will be advanced in the Policies Section in CHAPTER IV.

Road conditions

Conditions of all the County maintained streets and roads were inventoried by either a visual analysis, or through the review of data maintained by the County Road Department. The primary conditions inventoried were the surface conditions, vertical and horizontal alignments. Surface conditions were documented as being one of the following:

- Good
- Average
- Poor
- Portions are Good and Poor - Primarily Good
- Portions are Good, Average and Poor - Primarily Good to Average
- Portions are Average, Good and Poor - Primarily Average
- Portions are Average and Good - Primarily Average
- Portions are Average and Poor - Primarily Average
- Portions are Poor and Average - Primarily Poor

Horizontal and vertical alignments were judged as being:

- Good
- Average
- Poor
- Very Poor

TABLE III in the APPENDIX groups the various streets and roads into 14 categories which are a combination of surface condition and horizontal and vertical alignments.

Conclusions

Based on the data researched, presented and evaluated, the following conclusions can be made.

- 1) The County has a total of 1,314.1 miles of publicly maintained streets and roads. This total does not include private roads since they are not maintained by either the County or the State. Of the total mileage, 1104.7 miles, 84.6%, constitutes the County maintained circulation system. The balance of 209.5 miles comprises the State Highway System.
- 2) Of the County maintained system, 428 miles, 38.7%, constitutes what was previously defined as the County Select System. The majority of these roads and streets function as arterials and collectors.
- 3) Of the County maintained system, 676.6 miles are classified as "Minor" streets and roads in the system, 61.3%. Of these "minor" streets and roads, 133.4 miles were serving as collectors or arterial streets. This is equivalent to 19.7% of the "minor" classification and 12.1% of the total County maintained system.

- 4) The total mileage of the maintained system which function as arterials and collectors is 567.85 miles. These are the roads and streets which were evaluated and for which many of the specific recommendations in the Policies Section in CHAPTER IV apply, since these are the major circulation routes within the County.
- 5) In respect to surface conditions, of the 567.85 miles; 90.42 miles (15.9%) are in good condition; 257.72 miles (45.4%) are average; and, 219.71 miles (38.7%) are classified as poor.
- 6) In respect to horizontal alignment; 352.02 miles (57.2%) are good; 183.22 miles (32.3%) are average; and 59.61 miles (10.5%) are classified as poor.
- 7) In respect to vertical alignment; 366.34 miles (64.5%) have good alignments; 107.19 miles (18.9%) are average; and, 94.32 miles (16.6%) are classified as poor.

Railroads

Tehama County is served by two single track Southern Pacific rail lines to the south and one such line to the north. Two of these lines comprise SP's primary line from Sacramento to Portland, Oregon. It enters the County from the southeast parallel to Highway 99E, turns north near Red Bluff and exits the County along Interstate 5 at Cottonwood. Daily passenger service is provided by Amtrak along this line and the nearest passenger stops are at Redding and Chico. The other line is a secondary line from Davis which enters the County from the south along Interstate 5 and joins the primary line at the City of Tehama.

Rail service focuses primarily on the freight-hauling facilities available at Red Bluff, Corning, Richfield, Tehama, Gerber, Rawson, Vina, and Los Molinos. Rail-served industrial activities, within and adjacent to these communities contribute significantly to Tehama County's economic base. Freight-rail service plays a key role in the transportation of heavy or bulky materials produced locally and shipped to regional markets. Rail spurs serving these activities represent an important asset to Tehama County. The continued reservation of these facilities for use by the timber processing and future manufacturing industries must be assured. The General Plan accomplishes this by designating rail-served industrial land use of the General Plan Land Use Map. While important to the County's industry, rail lines pose potential safety problems where auto, pedestrian, and bicycle traffic intersect grade-level railroad crossings.

Public Land Transportation

Public Land Transportation encompasses other modes of vehicular travel such as commercial and school buses, taxi service, special transportation for the elderly and handicapped, air travel, pipe and transmission lines, and wastewater and water systems.

Commercial Bus Lines

Interregional bus lines pass through Red Bluff via four general corridors - north, south, east, and southeast. Mt. Lassen Motor Transit buses leave and return to Red Bluff daily, except Sundays and holidays for Mineral, Chester, and other points east terminating at Susanville.

Trailways, Inc., formally Continental Trailways, has two northbound buses passing through Red Bluff daily with the next scheduled stop at Redding. There are two daily southbound buses heading for Sacramento through Red Bluff. There is no service to any other areas in the County. Service has been reduced by one bus in each direction in the past two years.

Greyhound Lines, Inc. has eight buses leaving Red Bluff northbound with Redding as the next scheduled stop. Some of the buses also stop in Cottonwood and Anderson. Four buses leave Corning northbound. Ten buses leave Red Bluff southbound daily with destinations of Sacramento, San Francisco, Los Angeles, and San Diego. Five buses leave Corning southbound. There is no service to other areas in the County. Service has been reduced in Red Bluff by three buses northbound and one southbound over the last two years.

School Buses

School buses operated by or under contract to various school districts provide another major source of transportation. Even though this is limited to a specific segment of the County population, it is a significant transportation resource. As an example of the magnitude of the resource, Red Bluff Union High School District had 21 buses which compile a total of 225,000 vehicle miles or more each year.

Shasta Community College in Redding also provides daily transit service for students going to and from the College during the academic school year. Service originates and terminates in Corning with a stop in Red Bluff.

Limousine/Jitney Service

Shasta Skyhawk provides daily limousine to and from Sacramento Municipal Airport four times daily and six times on Mondays and Wednesdays at a cost of \$40.00 round trip.

Taxi Service

Dial Taxi in Red Bluff is the only taxi service in the County. The company has three vehicles: two in Red Bluff and the remaining vehicle is retained as a backup. The minimum fare is \$2.50 for riding up to one mile with an additional 15 cent charge for each one-tenth mile. Demand for this service is not high with 20 riders per day as a

maximum. Rates have increased over the last two years from \$2.00 for the minimum fare and the 10 cent charge for each one-tenth mile.

Special Transportation

Elderly and Handicapped

Red Bluff Dial-A-Ride is operated by the Red Bluff Chamber of Commerce under a Joint Powers Agreement between the City of Red Bluff and Tehama County. Under a contract with the Chamber, Dial Taxi provides about 2,200 rides a month for elderly and handicapped residents in the Red Bluff area. This is an increase in ridership of 600 residents over the last two years. Tickets are sold for \$1.10 each by the Chamber, a 10 cent increase in two years, to certified clients and are given to the taxi operator at the time the ride is provided. The taxi company then redeems the tickets at a flat rate which is defined by the contract.

Corning Dial-A-Ride began service in January 1982 under a pilot program which duplicates the type of service in Red Bluff. Dial Taxi provides the rides and tickets are sold by the Corning Chamber of Commerce, etc. Success was not as great as in Red Bluff and the service was terminated.

Senior Nutrition Program provides meals and transportation to three nutrition sites in Tehama County: Red Bluff, Los Molinos, and Corning. Mt. Lassen Motor Transit is currently providing this service under contract with the Area Agency on Aging in Chico. Three vans (with an additional van available for backup) deliver 2,500-3,000 meals each month to the three sites. Seniors who are unable to get to the sites are given transportation on one of the vans. Seniors who are physically unable to participate in the meals at the site may have them delivered to their home. Approximately 300 seniors are given transportation each month to the three sites. This is a decrease from the 590 seniors who were served two years ago. The decrease is due, not because of lack of interest in the program, but because the nutrition site is centrally located in Red Bluff within easy walking distance for program participants and because of the availability of the Dial-A-Ride service. Donations are received for transportation on the nutrition vans. These vary from \$55.00 at the Red Bluff site to \$71.00 at Corning, and \$30.00 in Los Molinos.

Handicapped

Tehama County Mental Health Services, located in Red Bluff, operates three dial-a-ride vans (11-passenger vehicles) for residents of the County. They provide transportation on a five-day-per-week schedule for day treatment outpatients. Clients include persons having problems with alcohol or drug abuse. Monthly one-way trips total about 450.

Tehama County Opportunity Center, Inc., in Red Bluff, serves transportation needs of physically and mentally handicapped residents of the County. They operate three vehicles - a 10 passenger and a 12-passenger van and a 66-passenger bus. Their service area covers the City of Red Bluff and the unincorporated community of Dairyville on Highway 99. The Far Northern Regional Center contracts with Mt. Lassen Motor Transit which provides a 66-passenger bus transportation to Opportunity Center clients in the Los Molinos, Corning and Vina area. Because of the concentration of board-and-care homes in this triangle, Mt. Lassen actually carries more than 50 percent of the Opportunity Center's client group. Both transit operators provide service on a five-day-per-week schedule. Combined ridership averages 1,500 one-way, work-related trips per month and an equal number of recreational trips. Funding sources include the Department of Rehabilitation, the Far Northern Regional Development Disabilities Center, and the Mental Health Services and Social Welfare Services divisions of the County Welfare Department.

Medical

On December 1, 1983, a new pilot program was instituted to serve County residents who need transportation to medical facilities in Shasta, Glenn, or Butte County. Administered by the Red Bluff Chamber of Commerce, the Volunteer Emergency Transportation Service (VETS) is funded through the Regional Transportation Commission using State Transit Assistance funds. Any resident of the County is eligible, however, the majority of the 161 individuals who have availed themselves of this program are over 55 years of age.

The Chamber has a current list of eight volunteers, who are members of the Representatives For Retired Seniors Volunteer Program (RSVP). Six reside in Red Bluff and two in Corning. Volunteers use their own vehicles and are reimbursed 20.5 cents per mile. To date over 40,000 miles have been logged. In December the program had 4 participants but as of September, the monthly total has increased to 23.

Air Travel

There are two publicly-owned airports in Tehama County: Red Bluff Municipal and Corning Municipal, owned by the respective cities.

Red Bluff Municipal provides all general aviation services including charter air service and accommodates business aviation, including jets. The City extended the length of the north-south runway to approximately 6,000 feet. This will allow a wider range of business jets to utilize the airport. The facility is categorized as a "Basic Transport" airport. Associated with Red Bluff Municipal Airport is a light industrial/commercial park directly adjacent to the airport. Both conventional and airport-related businesses occupy the park. There are no further runway extensions planned for the near future.

Corning Municipal Airport, categorized as a "Basic Utility Stage 2" airport, has 2,700 feet of paved and lighted runway. The airport is a major transportation facility for this region and land usage in the adjacent area is industrial. It's length allows approximately 95% of propeller aircraft to use the facility.

Privately maintained airfields serve the recreation and business needs of the County's private pilots. Small fields exist at Lake California, in the Bowman area and at Rancho Tehama.

Major carrier commercial jet service is available at the City of Redding Municipal Airport located in Shasta County where international and national connections can be made through San Francisco and Sacramento International Airports.

Pipe and Transmission Lines

Pacific Gas and Electric Company has three gas transmission lines in and through Tehama County. One line from Eureka enters the northwest corner of the County and passes near Red Bluff on its way to Chico. The second line enters the County near Manton and passes near Red Bluff on its way towards Willows. A third line runs from just northwest of Dale's Station to Shasta County, crossing the Sacramento River north of the confluence of Cottonwood Creek. A fourth line is planned to carry Alaska natural gas through Tehama County and will utilize a 30 foot right-of-way along one of the existing pipelines. In addition to these pipelines, several electric transmission lines pass through the County, two of which pass directly west of Red Bluff.

Generally, pipe and transmission lines do not present impacts to areas designated for development in the General Plan. Both types of transmission lines maintain rights-of-way to prevent conflicts with adjacent land use activities.

Wastewater and Water Systems

The County does not operate major wastewater treatment plants and sewage treatment is handled either through community systems, such as the one in Mineral, or individual septic systems. The cities of Red Bluff and Corning provide sewer service and operate their own treatment facilities. Provisions are made to provide service through lines located within street right-of-way.

The delivery of water in the County is accomplished through individual wells, private and public water and irrigation companies and districts. Both the City of Corning and Red Bluff provide water to their residents. Provisions are made to provide service through lines located within street right-of-way.

The Sacramento River is the only navigable waterway through the County and is primarily used for recreational purposes. Protection of the river is accomplished by requiring set backs for protection of riparian habitat. Protection of human habitat from flood hazards is accomplished through zoning and set backs.

III - CIRCULATION IMPROVEMENTS

TABLE IV identifies the improvement costs for various treatments applied to roads but more importantly identifies the yearly cycle when the various improvements should be made before the road has to be totally restored. As identified, arterials should be restored every 42 years, collectors every 63 years, and local roads every 105 years.

Based on the costs and the maintenance schedule identified in TABLE IV an arterial with a life span of 42 years with maintenance performed every 7 years will require an expenditure of \$15,341 per mile per year. This assumes a width of 64 feet and material, construction, and maintenance costs based on today's dollars through 35 years. The total cost in year 42 to restore the road would be \$450,564 per mile.

A collector with a life span of 63 years with maintenance every 7 years will require an expenditure of \$5,758 per mile per year. The assumptions are the same as an arterial except that the width is 48 feet and the costs are based through 56 years. The total cost in year 63 to restore the road would be \$337,920 per mile.

A local or minor road with a life span of 105 years with maintenance every 7 years will cost \$3,307 per mile per year. This assumes a width of 32 feet and costs are based through 98 years. Total restoration cost in year 105 would be \$224,796 per mile. An analysis has been made to determine the cost to improve and maintain the arterial and collector system. This analysis was predicated on improving identified road conditions from poor to average; poor to good, and average to good. Excluding bridge needs, the resulting expenditure would be 26.9 million dollars. Given the current yearly expenditure level of 849,000 dollars for overlaying, reconstructing and sealing roads in the system, 31.5 years will be required to achieve the goal.

TABLE V in the APPENDIX identifies the road and bridge improvements which were performed during the 1983-1984 budget period and the cost expended, according to type of improvement. These include overlay, reconstruction, sealing, and bridge improvements. Aside from arterial and collectors, other local roads were identified.

TABLE VI identifies the funds necessary, in today's dollars, to improve existing conditions to the category of "good."

Funds do not exist to make desired improvements to the County Road system. It is mandatory that funds be prudently expended on the highest priority roads, and that new sources be sought to augment existing sources, and that steps be taken to cut costs in every area available.

In light of the time frame identified it is necessary for the county to have a project priority system to assure that funds are used for the maximum benefit. Priority matters to consider are

the volumes of traffic carried, accident rates and the general condition of the roadways. Wet crossings are a very real liability for the county and elimination of them should be a high priority. Roadways with poor horizontal and vertical alignment should also be considered to have a high priority.

TABLE IV - TREATMENT COSTS/CYCLES BY FUNCTIONAL CLASS

		ARTERIALS	COLLECTORSA	LOCAL
	Cost per Sq. Yd. (\$)	Treatment Applied In Yr:	Treatment Applied In Yr:	Treatment Applied In Yr:
Rejuvenating Seal	0.15	-	7,28,49	7,42,77
Slurry/Chip Seal w/o Fabric	0.40	7,21,35	14,35,55	14,28,49,63, 84,98
Slurry/Chip Seal w/ Fabric	2.05	-	-	21,56,91
Thin Overlay 1" w/Fabric	4.15 ^b	-	-	35,70
Thin Overlay 1 1/2-2" w/o Fabric	4.90 ^b	-	21,42	-
Thin Overlay 1 1/2-2" w/ Fabric	6.55 ^b	14,28	-	-
Thick Overlay 3" (w/o Fabric)	7.00	-	-	-
Restoration	12.00 ^c	42	63	105

a Includes local access with significant bus and truck traffic

b Price includes \$0.15 for a rejuvenating seal over the thin overlay

c Includes \$3.00 for grinding and removal, \$7.00 for 3" of overlay, and \$2.00 for minor base repair. Restoration means the project does not significantly increase capacity.

TABLE VI - ARTERIAL AND COLLECTOR IMPROVEMENT COSTS

CONDITION	
Average Surface	- 2,980,000
Average Surface and Horizontal Alignment,	- 891,500
Average Surface, Horizontal and Vertical Alignments	- 3,530,000
Average Surface, Poor to Very Poor Alignments	- 1,255,500
Poor Surface	- 2,270,000
Poor Surface, Average Horizontal Alignment	- 2,840,000
Poor Surface, Average Alignments	- 3,761,000
Poor Surface and Vertical Alignment, Average Horizontal Alignment	- 3,517,500
Poor Surface and Alignments	- 1,821,000
Average to Good Surface	- 141,500
Average to Poor Surface	- 1,689,500
Poor to Average Surface	- 1,991,000
Average to Poor Surface, Good and Average Alignments	- 222,000

TOTAL	\$ 26,010,500

IMPROVEMENT RECOMMENDATIONS

Road improvement priorities were based on existing and future average daily traffic trip (ADT) counts, road surface conditions, horizontal and vertical alignments, and accidents. A weighted matrix was developed from which the following roads were ranked in descending priority. Recommended improvements are discussed for each road. Unless otherwise indicated all of the roads are in the unincorporated County area.

- | | |
|--|---|
| Main Street | - Perform a study and make the necessary improvements to increase safety. |
| Hoag Road | - Perform the necessary planning to provide for anticipated capacity problems. |
| 99W (County) | - Perform the necessary maintenance work to keep the road in good condition and maintain signs and markings in good condition for safety. |
| Walnut St.
(Red Bluff &
Unincorp.) | - Perform scheduled maintenance to keep the road in good repair and perform the necessary planning to accommodate the projected capacity. |

- Bowman Road - Develop a program of resurfacing to improve this condition; analyze intersections to improve safety; identify substandard vertical and horizontal conditions and begin a improvement program.
- Hall Road - Perform the necessary planning to provide for capacity.
- Hooker Road - Develop a program of resurfacing to improve this condition; identify substandard vertical and horizontal conditions and begin a improvement program; establish a priority to eliminate wet crossings to facilitate better circulation.
- Adobe Road - Improve surface and horizontal alignment.
- San Benito Ave. - Continue the maintenance program to keep the road in a good state of repair; conduct a study to identify safety problems and review horizontal and vertical alignments to develop a priority program to correct deficiencies.
- South Avenue - Same as San Benito Avenue.
- Jellys Ferry Rd. - Establish a program to improve surface, horizontal and vertical alignment deficiencies. Identify safety problems and establish a program to correct them.
- Gyle Road - Continue the maintenance program to keep the road in good state of repair.

In general, the County should continue its current practice of aggressively pursuing and obtaining bridge replacement funds to replace and/or improve deficient structures. In addition the County should also be aggressive in developing a program to eliminate wet crossings, with a concentration on the heaviest traveled roads and those that provide for circulation via the shortest route. This not only eliminates a serious liability concern, but also provides a great service to the motoring public by providing them the most direct route to travel.

Regional Transportation Plan Program funding is expected to remain about the same as it has been with the primary sources being for airports, transit, roads, streets and highways. The most critical need for funding in Tehama County is the need for additional funds for roads and streets to fund needed road and bridge improvements. County and City organizations are pursuing two areas for additional funds for road purposes. The first area is to attempt to have a higher return of federal fuel taxes collected returned to the state. California is not unique in

this regard and shares this donor status with other large urbanized states which subsidize smaller rural states. Caltrans supports the city and county effort to influence congress to guarantee a return of at least 85 percent of such funds, as a result of the Surface Transportation Act of 1982, to contributing states. The second area being pursued is one of increasing the state gasoline tax which in turn will add revenues for the local entities to use in their road programs.

FIVE YEAR IMPLEMENTATION RECOMMENDATIONS

This section is a statement of the short-term (five-year) actions necessary to achieve the specific County Circulation Objectives. It describes the specific programs planned to carry out the policies identified in the Goals, Objectives and Policies Chapter in the Plan. It includes listings of capital improvement programs for County roads and City streets, a listing of local government actions to develop public transit services, and a five-year airport maintenance and capital improvement program. This section describes capital improvements, operational commitments, and administrative support for each mode of transportation and the government entity responsible for specific projects.

This section of the Plan does not include projections for school transportation nor does it deal with rail or intercity buses. Although decisions about these transportation forms can affect the region, none of them are within the policy jurisdiction of the Circulation Element.

Short-Range Transportation Projects

Streets, Roads, and Highways

TABLE VII in the APPENDIX identifies projects planned by the various governmental entities for the next five-year period. They are aimed at maintaining existing streets and roads at an acceptable level for utility and safety.

Originally, the construction of the two-lane highway on State Route 36 was scheduled for fiscal year 85/86 and beyond as the result of the proposed Federal Cottonwood Creek project plan. The development of this project is currently in abeyance due to a lack of funding.

Public and Specialized Transit

Subsidies from State Transit Assistance funds are used to maintain the dial-a-ride system in Red Bluff. The system operates under a Joint Powers Agreement between the County of Tehama and the City of Red Bluff.

A study is proposed to determine the practicality of running a pilot transit system within the County. The service area for the study would utilize a minibus connecting Proberta,

Corning, Vina, Los Molinos, and Gerber to the Red Bluff area. This intracounty bus would serve transportation-dependent rural residents, many living in the small communities in central Tehama County. A vehicle for such a system could be obtained with a Section 18 grant and operated with State Transit Assistance funds. The role of the private sector in providing transportation services should be recognized and the need for continued coordination is of importance for continued provision of transit services. Efforts should be made for coordinating services with commercial bus schedules.

TABLE VIII in the APPENDIX identifies public and specialized transit projects planned for the next five year period.

Bicycle and Pedestrian

Short-range bicycle and pedestrian facilities have not been programmed but will be developed as the need occurs primarily in the urbanized areas.

Airport Improvements

On a biennial basis, the owners of the County's publicly owned airports develop a maintenance and capital improvement program. Each program is reviewed and approved by the affected public agency. The airport projects are then submitted to the Transportation Planning Division of the California Department of Transportation, District 2, in Redding for their review and inclusion in the adopted Regional Transportation Plan.

The identified Capital improvement projects may then be submitted to the CTC for their review and inclusion in the STIP. Projects included therein are eligible for State funding under the California Aid to Airports Program (CAAP) and federal funding through the FAA's Airport Improvement Program (AIP).

TABLE IX in the APPENDIX provides a schedule of reconstruction and improvements for airports over the next five year period.

Transportation System Management (TSM)

This section describes possible actions to maximize the efficiency of existing transportation facilities and systems. All of the actions stress low capital measures which can be implemented by using good management practices. TSM strategies are particularly advantageous in that single actions often result in multiple benefits.

Measures to alleviate road congestion at key locations and promote greater vehicle and pedestrian safety include traffic engineering solutions and adequate highway maintenance.

The primary objective of reducing congestion is to increase road capacity without expansion; secondary benefits are reduced energy consumption and maintenance of acceptable air quality.

Although Tehama County has no public transit system at this time, if the pilot program study shows that an intracounty system is practical, one of the major considerations will be coordination with social service transportation providers. Other TSM strategies for a public transit system would include marketing, procurement of accessible vehicles, and monitoring and adjustment of routes for maximum public convenience. Until such time as public transit service is implemented, emphasis will be placed on sharing taxi rides whenever possible.

Car and van pools are more difficult to coordinate in rural areas but, once organized, often provide greater benefits to the participants than would be possible in a metropolitan area. Long distances traveled result in increased energy saving. Park-and-ride areas and bus shelters can be considered TSM strategies if they utilize fringe parking at local shopping areas where bus shelters are provided for public transit riders.

Many people are reluctant to consider nonmotorized transportation because it is not safe to walk or ride bicycles on narrow County roads. As roads are upgraded, provisions for adequate shoulders will be implemented when practical. Bicycle storage facilities to ensure vehicle safety are an important TSM consideration and in this particular area, business owners in neighborhood shopping centers can be of assistance. Emphasis can be placed on the additional parking area available when residents use bicycles rather than cars. This same logic may appeal to employers who must provide parking for their employees.

Other types of strategies which have been successful are striping for bicycles along a busy thoroughfare in urbanized area, removing bicycle and pedestrian traffic from a main street by constructing a separate bikeway, and providing off-street parking in a commercial area.

VI - GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

The goals of the Circulation Element are designed to work toward a circulation and transportation system which will maintain and improve the social, natural and economic quality of life in Tehama County.

In order to determine the extent to which the goals are being attained a series of objectives are identified which identify a measurable end to be achieved in pursuit of the goals.

Policies provide the framework to guide and determine present and future decisions on development and implementation of the goals and objectives. Some policies will be specific by their very nature, while others provide guidance.

Implementation measures are actions, procedures, and programs which are necessary to carry out the policies. The majority which deal with County codes, policies, ordinances, and procedures can be acted on immediately. Others measures, which are subject to review and approval by agencies or entities beyond the purview of the County, could require additional time and effort to implement.

GOALS

- C-A Provide an effective, balanced, coordinated, and cost effective circulation and transportation system to serve the needs of all people in Tehama County.
- C-B Provide a street and highway system that effectively, efficiently and safely serves the variety of lifestyles, economic diversity, and recreational opportunities in Tehama County.
- C-C Assure the coordination of circulation and transportation facilities and services with adopted land use plans of Tehama County and the Cities of Red Bluff, Corning and Tehama.
- C-D Achieve a balance between land access facilities and those that provide mobility and reduced travel time within the County and with adjacent regions.
- C-E Develop a public transportation system that ensures that the mobility needs of Tehama County residents are met in the most economically efficient manner.
- C-F Encourage increased bicycle and pedestrian travel, in the Spheres of Influence of the City of Red Bluff and the City of Corning, by economically feasible development of a safe and convenient system of bicycle routes, trails, terminal facilities and pedestrian walkways.

- C-G Encourage safe and adequate rail service in the County.
- C-H Provide safe and adequate airports in the County.
- C-I Maintain environmental quality by decreasing air pollutants caused by the circulation and transportation system, and conserve energy used for transportation.
- C-J Seek additional funding to develop and improve circulation and transportation systems, services, and facilities. Projects shall be evaluated based on their costs and benefits with priority given to the more favorable projects, regardless of mode.

OBJECTIVES

- C-1 Provide a circulation system which permits the safe and efficient movement of people and goods throughout the County. It should be recognized that the automobile is the primary means of personal transportation in the County.
- C-2 Establish an inventory of County roads which will determine priorities for meeting circulation and transportation needs.
- C-3 Develop a land use pattern whereby existing County maintained and private roads are used and improved to serve future development, to the extent feasible, prior to constructing new roads.
- C-4 Use available funds for programs which ensure the most efficient use of existing facilities.
- C-5 Formulate and adopt circulation design and improvement standards which:
 - Require a level of service consistent with the demands generated by proposed development, public safety, and the efficient use of public and private resources;
 - Are uniformly applied on a Countywide basis according to development type;
 - Address all modes of transportation; and
 - Will not result in substantial deterioration of air quality.
- C-6 Develop a system of high-standard collector and arterial roads to reduce travel time and improve traffic safety within the County, as well as connectors with other regions.
- C-7 Determine the probable land use impacts of transportation and circulation related projects prior to their scheduling for adoption.

- C-8 Encourage the coordination of all transportation planning and construction within the County.
- C-9 Develop a land use pattern which mitigates, where feasible, potential adverse air quality and energy consumption impacts of the automobile.
- C-10 Provide, where feasible, transportation alternatives to the automobile in urban areas.
- C-11 Identify safe and economically efficient public transit options which encourage ridership and reasonably meet public needs within budgetary constraints.
- C-12 Increase the total mileage of safe bike routes, bike trails and pedestrian walkways within the urban spheres of the Cities of Red Bluff and Corning and within the County along selected State highways and County roads.
- C-13 Increase terminal bike facility parking security within the urban spheres at selected locations including schools, libraries, parks and other public facilities.
- C-14 Increase safety and ease of access for bikes and pedestrians to city and county schools.
- C-15 Maintain the integrity of existing rail service to better serve both commercial and industrial users.
- C-16 Improve primary airports to better serve commercial and general aviation users.
- C-17 Stimulate multipassenger vehicle use and draw attention to energy conserving transportation.

POLICIES AND IMPLEMENTATION MEASURES

- C-a Tehama County and the cities of Red Bluff, Corning, and Tehama shall jointly coordinate planning in areas adjacent to incorporated city limits to develop a consistent land use pattern and circulation system adequate to meet short and long-term needs. The Tehama County Transportation Commission shall be the principal agency for interjurisdictional circulation planning. To maintain consistency among all jurisdictions, the resulting circulation system should be reflected in the General Plans of each jurisdiction and in the Regional Transportation Plan for Tehama County.
- I-a Policy C-a will require continuation and enhancement of coordinated land use planning among the County and the cities of Red Bluff, Corning and Tehama. The Tehama County Regional Transportation Commission will be the coordinating agency for circulation and transportation planning.

C-b In order to adequately plan for the improvement of the existing and future circulation network, the General Plan shall use the following classifications and related policies for it's land use circulation improvements and planning. These classifications differ from the those advanced by the American Association of State Highway and Transportation Officials which are still applicable for administrative classification (e.g., State Federal aid primary, state Federal aid secondary, State primary, and State secondary) used to denote the levels of government responsible for, and the method of financing, highway facilities. Functional classification, the grouping of highways by the character of service they provide, is still applicable to Tehama County.

HIGHWAY: Provides regional, state-wide and national transportation connections and includes Interstate 5 and all other state highways. Access from highways to adjacent properties shall be limited for safety and traffic efficiency. Right-of-way widths are to be determined by the California Department of Transportation. Highways are shown on Plan maps.

ARTERIAL: Provides connections between links in the highway network and connects major destinations within the highway network. Major community facilities such as community-serving retail centers, industrial parks, office and business parks, and educational facilities should be located in close proximity to arterials. Access from arterials to adjoining properties should be limited for safety and traffic efficiency. Curbside parking should be prohibited where feasible. Average daily traffic (ADT) on an arterial can range from 3,000 ADT in rural areas to 36,000 ADT in urban areas. For the purpose of Section 66484 of the Subdivision Map Act, an arterial shall be considered a major thoroughfare. Arterials are shown on Plan maps.

COLLECTOR: Accommodates traffic between arterial streets and and/or activity centers. Within residential areas traffic is funneled onto collectors and then to connecting arterials. Small scale retail, industrial, or commercial establishments may have direct access to collectors, but direct access to individual residential lots should be limited where feasible to improve traffic safety and efficiency. Curbside parking should be prohibited where feasible. Average daily traffic can range from 600 ADT in rural areas to 20,000 ADT in urban areas. For the purpose of Section 66484 of the Subdivision Map Act, a collector shall be considered a major thoroughfare. Collectors are shown on Plan maps.

SUBCOLLECTOR: Provides connection between local streets and collector or arterial streets. Subcollectors generally serve 300 or more housing units with

average daily traffic ranging from 400 to 1,000 ADT. Direct access from adjoining parcels is permitted. Curbside parking is permitted, but should be discouraged for safety and aesthetics reasons, where densities are concentrated such as in clustered or planned unit developments. Subcollectors are shown on Plan maps only when necessary to show primary accessibility.

MAJOR LOCAL STREET: Provides access from 50 to 300 housing units to a subcollector, collector, or arterial. Minor local streets may funnel into a major local street. Major local streets provide direct access to individual adjoining properties. Major local streets are not shown on Plan maps.

LOCAL STREET: Provides access for 25 to 49 potential residences. Local streets provide direct access to individual adjoining properties. Local streets are not shown on the Plan maps.

MINOR LOCAL STREET: Provides access for 5 to 24 potential residences. The number of units served depends on the road length and type of housing unit. Minor local streets are the only streets which may dead end in a cul-de-sac or court, however, if such is the case, the number of potential residences to be served shall not exceed 25 without some form of emergency access. The maximum length of street should not exceed 1,000 feet with only a single means of egress. Minor local streets are not shown on the Plan maps.

MINOR STREET: Provides access for 2 to 4 residences. Minor streets are not shown on the Plan maps.

I-b Policy C-b shall be incorporated into the Tehama County Land Division Standards.

C-c All streets, roads and easements shall be offered to be dedicated to the County. Whereas, the County may upon the offer of dedication not accept the streets, roads and easements into the system, all improvements and right-of-ways shall be to County standards.

I-c Policy C-c will require an amendment to the Tehama County Land Division Standards.

C-d The classification of the circulation network according to the hierarchy described in Policy C-b shall be used as the basis for right-of-way reservations. All subdivision and development proposals shall be evaluated as to their conformance with the circulation network. The roads in TABLE X and their respective lengths shall be shown on the General Plan Maps and constitute the Arterial and Collector Road System for the County.

I-d Policy C-d will require the revision of the Tehama County Land Division Standards. The Arterial and Collector Road System should also be listed in the County Zoning Code for public awareness.

TABLE X - TEHAMA COUNTY ARTERIAL AND COLLECTOR ROAD SYSTEM

99 W	22.24	Live Oak Rd.	5.15
Adobe Rd.	3.69	Luther Rd.	0.37
Aramayo Way	1.09	Main St.	0.45
Baker Rd.	2.80	Manton Rd.	15.75
Basler Rd.	8.90	Marguerite Ave.	1.22
Bend Ferry Rd.	2.69	McCoy Rd.	7.96
Benson Rd.	5.91	Merrill Rd.	1.50
Bowman Rd.	14.54	Paskenta Rd.	29.14
Capay Rd.	6.62	Paynes Creek Rd.	2.86
Chestnut Ave.	0.74	Pine Creek Rd.	5.01
Corning Rd.	13.17	Rawson Rd.	17.77
East Chard Ave.	.35	Red Bank Rd.	23.77
Evergreen Rd.	8.29	Reeds Creek Rd.	14.55
Farquhar Rd.	2.95	Ridge Rd.	9.23
Finnell Ave.	1.97	River Rd.	2.75
Flores Ave.	1.97	Rowles Rd.	3.35
Gallagher Ave.	1.97	Samson Ave.	0.81
Gerber Rd.	2.77	San Benito Ave.	4.80
Gyle Rd.	9.17	Sherwood Blvd.	2.37
Hall Rd.	12.89	South Ave.	9.88
Hoag Rd.	2.02	Stice Road	1.02
Hooker Creek Road	1.80	St. Mary's Ave.	2.06
Houghton Ave.	1.50	Tehama & Vina Rd.	6.82
Jellys Ferry Rd.	14.11	Walnut St.	0.88
Kirkwood Rd.	4.61	Wilcox Rd.	2.10
Lake California Dr.	3.45	Wilder Rd.	2.75

C-e Tehama County shall adopt a single set of road standard criteria uniformly applied to all subdivisions, including parcel maps, and actual development.

I-e Policy C-e shall require an amendment to the Tehama County Land Division Standards.

C-f Residential developments at urban densities should, to the degree feasible, incorporate functional internal circulation networks for pedestrians and bicyclists, particularly in planned developments or clustered housing projects.

I-f Policy C-f is a general guide for project review, however, the County may, as part of a density bonus program, use the provision of bicycle and pedestrian trails as a criteria for density bonus points.

C-g Existing accessibility to rail service shall be protected from incompatible land uses and land uses not requiring rail service. Opportunities for increasing accessibility to rail service shall be preserved by the development pattern.

I-g Policy C-g is implemented by the Community Development Pattern and Organization Element of the General Plan.

C-h Land use within clear zones designated in the Red Bluff Municipal Airport Master Plan shall be consistent with the General Plan land use map.

I-h Policy C-h is implemented by the Community Development Pattern and Organization Element of the General Plan.

C-i All General Plan residential land use designations that occur within the 55 CNEL noise contour shown on Figure 11 of the Red Bluff Municipal Airport Master Plan shall be included in the Airport Noise Overlay Zone and subject to the provisions and noise insulation standards outlined for land use occurring in the zone.

I-i Policy C-i is implemented by the Community Development Pattern and Organization Element of the General Plan.

C-j Encourage the City of Corning to maintain compatible land uses adjacent to and within the clear zones of the Corning Municipal Airport.

I-j Policy C-j is a general guide for action and implemented through County response to project referrals by the City of Corning.

C-k The County shall continue to support the continuation and coordination of transportation programs provided by social service agencies, particularly those serving the elderly, physically disabled, and mentally retarded.

I-k Policy C-k is to be implemented through the Regional Transportation Commission, Joint Power Agreements between the County and the Cities of Corning and Red Bluff, and cooperation amongst non-profit agencies.

C-l Implement pilot programs whenever and wherever the potential exists to set up public transit that meets service needs in an efficient and cost-effective manner.

I-l Policy C-l will be accomplished through periodic monitoring by the Regional Transportation Commission and the update of the Regional Transportation Plan.

C-m Assign high priority to transportation projects that support the adopted land use policy of Tehama County and reassess those that do not.

I-m Policy C-m will automatically require the denial of any transportation project that is not consistent with the General Plan as per State Law.

C-n Circulation improvements required for new development shall consider emergency access by police, fire, medical vehicles, and residents. A second means of access, when feasible, shall be provided to improve overall circulation.

I-n Policy C-n will be implemented through the Land Division Standards and through the project review process.

C-o Development adjacent to arterials and collectors should be designed to minimize the noise impact received from traffic. Circulation improvements shall also be designed with consideration given to noise impacts on adjacent development.

I-o Policy C-o will be implemented by amending the Zoning Code to require that the development of a parcel of land will require the siting of a residence a minimum of 75 feet from the right-of-way line of an arterial or collector with a projected Community Noise Exposure Level (CNEL) of 65 decibels or higher. Distances may be reduced to the required zoning set-back if there are natural or man-made barriers, such as sound walls, or if the project proponent can prove through a noise study that future development will not be impacted by road noise exceeding the noise threshold. The Building Department shall automatically refer any building permit for a residence abutting the designated roads to the Planning Department for approval.

C-p Roads serving new land divisions creating parcels of 40 acres in size or less shall be served by a paved road designed to County standards to mitigate regional air quality impacts and to improve the condition of the County road system. In lieu of off-site construction the County may permit the subdivider or developer to buy out his obligation by depositing money, to be expended for future road improvements in the area, with the County in an amount to be determined by reference to a County buy-out schedule, of which an example is provided in APPENDIX B to be revised yearly, if the project is a land division creating less than five parcels for present or future residential development and all proposed parcels are 3 acres or greater in size. For any subdivisions with parcels larger than 40 acres, the buy-out option may be implemented.

The choice of the buy-out option waives any claim that the subdivided or developed property be directly benefited by the amount deposited. However, if a public entity is formed to pave the road, any assessment against the property will be reduced by the lesser of the amount deposited or the amount of the assessment.

- I-p Policy C-p shall require an amendment to the Land Division Standards and should also be included in the Zoning Code in order to make the public aware of the provision. Policies should be developed to assure that funds collected will be expended within the area from which they are generated.
- C-q All commercial and industrial uses shall be served by paved roads designed to County standards to effectively serve the long-term circulation, both within the project and the off-site road system of the area affected by the project.
- I-p Policy C-p shall require an amendment to the Land Division Standards and should also be included in the Zoning Code in order to make the public aware of the provision.
- C-r In Urban Residential (UR) and Suburban Residential (SR) General Plan designated areas, individual residences in new subdivisions shall not have direct access to arterials and only limited access to collectors, but shall be served by internal street systems. Commercial and industrial development shall only have limited access.
- I-r Policy C-r will be implemented through the Land Division Standards, Zoning Code and through review by the Tehama County Technical Advisory Committee.
- C-s All proposed land divisions shall be legally and physically accessible by a road.
- I-s Policy C-s will be implemented through the Land Division Standards. Inclusion in the Zoning Code is recommended to make the public aware of the requirement.
- C-t The County shall encourage the State Department of Transportation to widen State routes and improve vertical and horizontal alignments, intersections, and bridges within the routes to safely accommodate existing and projected traffic flows. These routes in order of priority include but are not limited to the following:
- State Highway 36W from Bowman Road to Red Bluff
 - State Highway 36E from Little Giant Mill Road to west of Mineral
 - State Highway 99E from Los Molinos to Red Bluff
- I-t Policy C-t is implemented through coordination with the Tehama County Regional Transportation Commission and California Department of Transportation.
- C-u The County shall not allow individual residences direct access, when there are other feasible alternatives, to the State Highways in particular Highway 36W from Bowman Road to Red Bluff and County Road 99W from Red Bluff to Glenn

County. No direct access for individual residences should be allowed to the balance of the State Highway system where the land use designation is for residential purposes unless the minimum distance between access points is not less than 600 feet.

I-u Policy C-u will be implemented through the Land Division Standards and review by the Tehama County Technical Advisory Committee. Inclusion in the Zoning Code is recommended in order to make the public aware of the requirement.

C-v The County is divided into Zone of Benefit Districts for planning and finance purposes as delineated in TABLE XI in the APPENDIX and illustrated on the Circulation Map of the General Plan. Should general plan amendments create areas for development which are not contiguous to an existing Zone, then a new Zone District shall be created as part of the general plan amendment process. For purposes of this Element there may be either 76 Zones, five Zones which reflect the five Planning Areas of the County, or one Zone of Benefit for the County as a whole.

All land divisions and development within each Zone of Benefit District shall be required to pay their respective fair-share for improvement and maintenance of the County Arterial and Collector System which benefits the particular Zone. Funds collected will be expended in the area from which they are generated.

In APPENDIX, TABLE XII illustrates estimated improvement costs and the fee per ADT for each of the 76 Zones. TABLE XIII illustrates the cost per ADT for Zones based on the five Planning Areas, and the cost per ADT were the County solely one Zone of Benefit District.

I-v Policy C-v shall be implemented through the Land Division Standards and through the adoption of a fee schedule to be updated yearly to take into account increased material and labor costs. It is recommended that the Zones established also be included in the Zoning Ordinance and on the Zoning Maps in order to make the public aware of the requirement.

V - ENVIRONMENTAL IMPACTS

This section will consider the environmental effects of the Circulation Element. Effects will be classified as either significant or not significant. The discussion of significant effects will indicate any unavoidable effects and mitigation measures proposed to minimize significant effects, or reference will be made concerning where in the Plan this significant effect is discussed. This discussion will also note Objectives, Policies and accompanying Implementation Measures which are designed to mitigate the significant effects of other elements. Effects found not to be significant will be briefly discussed to indicate the basis of this determination.

Circulation/Transportation

Increased residential growth in the Bowman area and in Lake California will result in significant increases in traffic volume. In particular, Bowman Road, Main Street, and Lake California Drive will experience greater peak hour traffic volume as these roads provide primary access to Interstate 5. Also, the Bowman Road freeway interchange will be significantly impacted by the residential growth of these areas.

Significant increases in peak hour traffic volumes will also be experienced along the following roads serving future residential growth in the County and in the vicinity of the Cities of Red Bluff, Corning, and Tehama.

- Baker Road south from Highway 36 to Walnut Street.
- Walnut Street to the Red Bluff city limits.
- Paskenta Road from Live Oak Road to the Red Bluff city limits.
- Jellys Ferry Road from Bend Road to the Red Bluff city limits.
- Adobe Road from its northeastern terminus to the Red Bluff city limits.
- 99W from the Red Bluff city limits to the southern city limits of Corning.
- The entire length of South Avenue.
- Corning Road from Paskenta Road to Hall Road.
- Hall Road from River Road to South Avenue.
- Hoag Road from the Corning city limits to Hall Road.
- Gyle Road from Interstate 5 to the Tehama city limits.
- Aramayo Road from the Tehama city limits to 99E.
- The entire length of San Benito Avenue.
- Hooker Creek Road from Bowman Road to Interstate 5.

In addition to the above roads, the internal circulation system of Red Bluff, particularly streets leading into and serving the downtown area and streets providing access to the I-5 interchange at Oak and Main Streets, will experience significant increases in traffic volume.

To mitigate these potential significant impacts, the Plan identifies road improvement needs in order to accommodate future projected peak hour traffic volumes and also presents minimum road design standards.

The Plan identifies the following Objectives, Policies, and Implementation Measures designed to mitigate potential significant environmental impacts of the Plan and of other Elements:

Objectives C-1, C-2, C-5, C-6, C-7, and C-8; Policies and accompanying Implementation Measures C-a, C-b, C-c, C-d, C-e, C-m, C-n, C-r, C-s, C-t, C-u, C-v, and C-w.

Alteration to Present Circulation Patterns

The plan will not significantly impact the present circulation patterns which include aside for roads, the waterborne, rail, or air traffic movement of goods. The General Plan development pattern provides for the continued use of existing rail facilities and for additional industrial lands having access to rail lines serving Tehama County. The development pattern is also consistent with the provisions of the Red Bluff Municipal airport Master Plan and with operational requirements for the Corning Municipal Airport.

The Plan identifies the following Objectives, Policies, and accompanying Implementation Measures designed to mitigate potential significant environmental impacts of the Plan and of other Elements:

Policies C-3, C-4, C-9, C-17, C-18, and C-19; Policies and accompanying Implementation Measures C-g, C-h, C-j, C-m, and C-n.

Transit-Dependent Population

The 1980 Tehama County Regional Transportation Plan identifies the need to improve mobility for the County's transit-dependent population. Without individual automobiles, this sector of the population includes the sizable share of the County's retirement and elderly community, who must rely on friends, relatives, taxi services, and social service agencies for transport. The transit-dependent population also includes individuals below the age of 16 who must rely on parents and friends for transportation. The physically disabled and mentally retarded also are included in the transit-dependent population. Lastly, those individuals who cannot afford to own and operate an automobile are included in the the population of the transit-dependent.

The plan encourages land use patterns that will in the future facilitate transit operations and recommends the provision of community and shopping facilities in close proximity to higher density living areas where they are

readily accessed by the transit-dependent population. Also, non-motorized bicycle routes are suggested for urban areas of the County to provide opportunities for mobility to the young transit-dependent population.

The Plan identifies the following Objectives, Policies, and accompanying Implementation Measures designed to mitigate potential significant environmental impacts of the Plan and of other Elements:

Objectives C-7, C-10, C-12, C-13, C-14, C-15, and C-16;
Policies and accompanying Implementation Measures C-k
and C-l.

Energy

The General Plan's development pattern locates major traffic generating land uses in close proximity to one another in order to reduce trip length and associated energy requirements. The Circulation and Transportation Element proposes specific measures to further energy conservation.

The Plan identifies the following Objectives to mitigate potential significant environmental impacts:

Objectives C-8, C-9, C-11, C-12, C-13 and C-14.

Air Quality

The Plan reduces trip length and locates future residential development in areas served by paved roads. Significant air quality impacts will be mitigated by requiring paved roads and through improvement of existing gravel roads

The Plan identifies the following Objectives, Policies, and accompanying Implementation Measures designed to mitigate potential significant environmental impacts of the Plan and of other Elements:

Objectives C-7 and C-11; Policies and accompanying
Implementation Measures C-p and C-q.

Noise

Generally, traffic increases associated with the proposed population increases indicate that adverse noise impacts may be significant along major transportation routes. The existing Noise Element of the Tehama County General Plan and this Plan provide road design standards and site planning techniques to mitigate future noise related to increased traffic volumes. In addition, the General Plan's Development Pattern and Community Organization Element would reinforce the existing pattern of higher noise levels in urban areas and lower levels in less developed areas.

The Plan identifies the following Policies, and accompanying Implementation Measures designed to mitigate potential significant environmental impacts of the Plan and of other Elements:

Policies and accompanying Implementation Measures C-i and C-o.

The Circulation Element does not propose any Objectives, Policies, Implementation Measures, Programs, or Projects which have the potential to significantly impact the environment. At such time that any specific project is to be enacted, the Environmental Initial Assessment will identify site specific projects which may have the potential to create impacts.

VI - APPENDIX A - TABLES

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TABLE I - TEHAMA COUNTY EXISTING AVERAGE DAILY TRIPS

ZONE	GENERAL PLAN	AVERAGE DENSITY	TOTAL ACRES	LAND DEVELOPED ACRES	LAND DEVELOPED UNITS	ADT'S GENERATED
NORTHERN PLANNING AREA						
1A	SR	2	625	263	525	6,300
1B	SR	2	225	127	253	3,038
2A	RS	0.3	100	11	3	38
2B	RS	0.3	150	72	22	259
3	SR	2	200	84	168	2,016
4	SR	2	125	79	158	1,890
5A	RS	0.3	100	0	0	0
5B	RS	0.3	400	0	0	0
5C	SR	2	225	180	360	3,600
6A-B*	SR	0.3	1,025	718	215	2,583
7	G	0.025	5,200	9	0	2
8	RS	0.3	700	490	147	1,176
9	LAKE CALIFORNIA		2,200	150	225	1,800
10A	RS	0.3	470	132	39	395
10B	RS	0.3	600	6	2	18
11	RS	0.3	475	19	6	57
12	RS	0.3	3,655	292	88	702
13A	RS	0.3	120	60	18	144
13B	RL	0.1	160	80	8	64
14	RS	0.3	70	70	21	168
15	RL	0.1	1,900	71	7	57
16	RS	0.3	460	161	48	386
17	RL	0.1	3,800	608	61	486
18	RL	0.1	1,700	153	15	122
19	RL	0.1	1,000	3	0	2
20	RS	0.3	400	0	0	0
21A	RL	0.1	1,500	540	54	432
21B	RL	0.1	750	4	0	3
22	RS	0.3	640	0	0	0
23	RS	0.3	660	79	24	190
24	SR	2	500	0	0	0
25	SR	2	540	216	432	4,320
26	RL	0.1	1,990	896	90	716
27	RL	0.1	1,300	390	39	312
28	RL	0.1	160	48	5	38
29A	SR	2	600	12	24	192
29B	RL	0.1	120	12	1	12
29C	GC	8	100	28	224	224
29D	IG	6	20	20	120	0
30	UR	5	325	7	33	390
31	RL	0.1	600	12	1	10
32	SR	2	240	120	240	2,400

* Zone 6A-6B is the Wilcox Road Area and has not experienced the density advanced in the Land Use Element. Existing development and topographic constraints also preclude development at a SR density. A RS designation is more appropriate.

ZONE	GENERAL PLAN	AVERAGE DENSITY	TOTAL ACRES	LAND DEVELOPED ACRES	LAND DEVELOPED UNITS	ADT'S GENERATED
33A	SR	2	330	231	462	4,620
33B	IG	6	100	100	600	0
33C	GC	8	30	30	240	240
33D	GC	8	10	0	0	0
34	RL	0.1	1,385	139	14	111
35	RL	0.1	275	0	0	0
36	RL	0.1	280	42	4	34
37A	RL	0.1	1,800	36	4	29
37B	RS	0.3	15	15	5	54
37C	RL	0.1	500	120	12	96
37D	GC	8	65	0	0	0
38	SR	2	125	88	175	1,750
39	RL	0.1	75	1	0	1
40	GC	8	110	110	880	880
41	IG	6	750	675	4,050	0
42	SR	2	60	48	96	960
			42,040	7,853	10,146	42,462

CENTRAL PLANNING AREA

42A	RS	0.3	375	113	34	270
43A	UR	5	35	26	131	1,313
43B	SR	2	20	15	30	300
43C	RS	0.3	35	26	8	79
43D	RS	0.3	25	13	4	38
43E	UR	5	25	23	113	1,350
44A	UR	5	120	108	540	6,480
44B	SR	2	20	18	36	432
44C	GC	8	7	6	50	50
45A	RS	0.3	250	53	16	158
45B	SR	2	560	118	235	2,822
45C	GC	8	35	0	0	0
46A	RS	0.1	280	84	8	84
46B	SR	2	450	135	270	3,240
46C	GC	8	10	3	24	24
47A	UR	5	150	135	675	8,100
47B	SR	2	170	153	306	3,672
47C	GC	8	35	32	252	252
47D	RS	0.3	190	0	0	2
47E	SR	2	80	80	160	1,920
			2,872	1,141	2,892	30,585

SOUTHERN PLANNING AREA

49A	IG	6	80	80	480	0
49B	SR	2	100	80	160	1,280
50A	RS	0.3	300	3	1	11
50B	IG	6	200	0	0	0
51	RS	0.3	170	10	3	37

ZONE	GENERAL PLAN	AVERAGE DENSITY	TOTAL ACRES	LAND DEVELOPED ACRES	LAND DEVELOPED UNITS	ADT'S GENERATED
52A	SR	2	425	4	9	102
52B	UR	5	340	3	17	204
52C	RS	0.3	1,380	221	66	662
52D	SR	2	150	2	3	36
52E	RS	0.3	450	54	16	162
53	SR	2	40	40	80	640
54A	RS	0.3	185	9	3	22
54B	GC	8	15	0	0	0
55	SR	2	80	80	160	1,280
56	IG	6	50	13	75	0
			3,965	599	1,073	4,436

WESTERN PLANNING AREA

56A	RL	0.1	640	64	6	51
57	SR	2	4,200	630	1,260	10,080
58	RS	0.3	80	80	24	192
59	RS	0.3	150	150	45	360
			5,070	924	1,335	10,683

EASTERN PLANNING AREA

60A	RS	0.3	700	336	101	806
60B	RL	0.1	1,300	130	13	104
61	SR	2	320	96	192	1,536
62	SR	2	500	400	800	6,400
			2,820	962	1,106	8,846

TABLE II - TEHAMA COUNTY ADT PROFILE - 20 YEARS AND BEYOND

AREA	GENERAL PLAN	AVERAGE DENSITY	TOTAL ACRES	ADT'S TOTAL 20 YEARS	ADT's TOTAL 20 YEARS +	TOTAL ADT's
NORTHERN PLANNING AREA						
1A	SR	2	625	10,500	4,500	15,000
1B	SR	2	225	4,050	1,350	5,400
2A	RS	0.3	100	54	0	54
2B	RS	0.3	150	432	0	432
3	SR	2	200	2,880	0	2,880
4	SR	2	125	2,700	300	3,000
5A	RS	0.3	100	0	0	0
5B	RS	0.3	400	1,200	0	1,200
5C	SR	2	225	4,500	0	4,500
6A-B	SR	0.3	1,025	3,690	0	3,690
7	G	0.025	5,200	62	978	1,040
8	RS	0.3	700	1,680	0	1,680
9	LAKE CALIFORNIA		2,200	1,800	0	1,800
10A	RS	0.3	470	987	423	1,410
10B	RS	0.3	600	18	0	18
11	RS	0.3	475	285	1,140	1,425
12	RS	0.3	3,655	1,754	7,018	8,772
3A	RS	0.3	120	288	0	288
13B	RL	0.1	160	64	0	64
14	RS	0.3	70	168	0	168
15	RL	0.1	1,900	57	1,140	1,197
16	RS	0.3	460	773	0	773
17	RL	0.1	3,800	486	608	1,094
18	RL	0.1	1,700	816	544	1,360
19	RL	0.1	1,000	2	760	762
20	RS	0.3	400	0	960	960
21A	RL	0.1	1,500	720	0	720
21B	RL	0.1	750	60	540	600
22	RS	0.3	640	0	0	0
23	RS	0.3	660	634	0	634
24	SR	2	500	6,000	0	6,000
25	SR	2	540	8,640	0	8,640
26	RL	0.1	1,990	716	159	875
27	RL	0.1	1,300	1,040	0	1,040
28	RL	0.1	160	128	0	128
29A	SR	2	600	1,920	0	1,920
29B	RL	0.1	120	60	60	120
29C	GC	8	100	224	1,920	2,144
29D	IG	6	20	0	0	0
30	UR	5	325	1,950	0	1,950
31	RL	0.1	600	96	384	480
32	SR	2	240	2,400	2,400	4,800
33A	SR	2	330	6,600	0	6,600
33B	IG	6	100	600	0	600
33C	GC	8	30	240	0	240
33D	GC	8	10	0	640	640
34	RL	0.1	1,385	665	0	665

AREA	GENERAL PLAN	AVERAGE DENSITY	TOTAL ACRES	ADT'S TOTAL 20 YEARS	ADT's TOTAL 20 YEARS +	TOTAL ADT's
35	RL	0.1	275	0	220	220
36	RL	0.1	280	112	112	224
37A	RL	0.1	1,800	29	1,152	1,181
37B	RS	0.3	15	54	0	54
37C	RL	0.1	500	192	160	352
37D	GC	8	65	0	4,160	4,160
38	SR	2	125	2,500	0	2,500
39	RL	0.1	75	1	68	69
40	GC	8	110	880	0	880
41	IG	6	750	4,050	0	4,050
42	SR	2	60	1,200	0	1,200
			42,040	80,957	31,696	112,653

CENTRAL PLANNING AREA

42A	RS	0.3	375	900	0	900
43A	UR	5	35	1,313	0	1,313
43B	SR	2	20	300	0	300
43C	RS	0.3	35	79	0	79
43D	RS	0.3	25	75	0	75
43E	UR	5	25	1,350	0	1,350
44A	UR	5	120	6,480	0	6,480
44B	SR	2	20	432	0	432
44C	GC	8	7	50	0	50
45A	RS	0.3	250	525	0	525
45B	SR	2	560	9,408	0	9,408
45C	GC	8	35	0	0	0
46A	RS	0.1	280	280	0	280
46B	SR	2	450	10,800	0	10,800
46C	GC	8	10	472	0	472
47A	UR	5	150	9,000	0	9,000
47B	SR	2	170	3,672	0	3,672
47C	GC	8	35	252	0	252
47D	RS	0.3	190	2	0	2
47E	SR	2	80	1,920	0	1,920
			2,872	47,310	0	47,310

SOUTHERN PLANNING AREA

49A	IG	6	80	480	0	3,840
49B	SR	2	100	1,280	0	1,280
50A	RS	0.3	300	11	0	11
50B	IG	6	200	0	0	0
51	RS	0.3	170	112	0	112
52A	SR	2	425	1,020	0	1,020
52B	UR	5	340	2,040	0	2,040
52C	RS	0.3	1,380	662	828	1,490
52D	SR	2	150	360	0	360
52E	RS	0.3	450	162	810	972

AREA	GENERAL PLAN	AVERAGE DENSITY	TOTAL ACRES	ADT'S TOTAL 20 YEARS	ADT'S TOTAL 20 YEARS +	TOTAL ADT'S
53	SR	2	40	640	0	640
54A	RS	0.3	185	44	0	44
54B	GC	8	15	0	960	960
55	SR	2	80	1280	0	1,280
56	IG	6	50	75	0	75
			3,965	8,166	2,598	10,764

WESTERN PLANNING AREA

56A	RL	0.1	640	51	0	51
57	SR	2	4,200	10,080	0	10,080
58	RS	0.3	80	192	0	192
59	RS	0.3	150	360	0	360
			5,070	10,683	0	10,683

EASTERN PLANNING AREA

60A	RS	0.3	700	1,344	336	1,680
60B	RL	0.1	1,300	104	936	1,040
61	SR	2	320	1,536	0	1,536
62	SR	2	500	8,000	0	8,000
			2,820	10,984	1,272	12,256

TABLE III - TEHAMA COUNTY COLLECTOR, ARTERIAL, & HIGHWAY ROAD CONDITIONS

PLANNING

AREA	ROAD NAME	LENGTH	LOCATION
GOOD SURFACE, HORIZONTAL & VERTICAL ALIGNMENTS			
N & C	99 W	4.43	Urban Limit - San Benito Ave.
C	ARAMAYO WAY	1.09	Tehama - SH099
N	BAKER RD.	0.07	In RBL
N	BAKER RD.	0.23	Walnut St.-RBL at Minch
N	BAKER RD.	0.37	RBL at Stoll - RBL
N	BAKER RD.	0.68	RBL - RBL at Stoll
N	BAKER RD.	1.45	Red Bluff to SH036
N	BOWMAN RD.	0.27	Lake Calif. Dr. - SH005
S	CAPAY RD.	2.31	Watkins Rd.- Glenn Co. Line
N	CHESTNUT AVE.	0.74	RBL - Paynes Creek Rd.
W	CORNING RD.	13.17	Paskenta Rd. - Corning
C	EAST CHARD AVE.	0.64	San Benito Ave.- Ventura Ave.
S	FINNELL AVE.	1.97	Rawson Rd.- 99W
C & W	GYLE RD.	9.17	Paskenta Rd. - Tehama
S	HALL RD.	1.75	South Ave. - Hoag Rd.
S	HOAG RD.	2.02	Corning - Hall Rd.
N	LIVE OAK RD.	1.41	Wilder Rd. - Ridge Rd.
N	LUTHER RD.	0.37	RBL - Paskenta Rd.
N	MAIN ST.	0.45	Shasta Co.- Bowman Rd.
S	MARGUERITE AVE	1.50	Viola Ave.- End
S	MARGUERITE AVE.	1.22	CNG - Viola Ave.
E	MANTON RD.	15.60	SH036 - Forward Rd.
W	PASKENTA RD.	0.65	Round Valley Rd.- Lowrey Rd.
N & S	RED BANK RD.	10.67	Live Oak Rd.- Lowrey Rd.
S	ROUND VALLEY RD.	0.14	Paskenta Rd.- Bly Ave.
C	SAN BENITO AVE.	4.80	Tehama - 99W
S	SOUTH AVE.	0.10	SH005 - CNG
S	SOUTH AVE.	3.53	CNG - Hall Rd.
S	SOUTH AVE.	5.18	Hall Rd.- SH099
N	ST. MARY'S AVE.	0.50	SH036 - Urban Limit
N	ST. MARY'S AVE.	1.56	SH036 - Urban Limit
C	TEHAMA & VINA RD.	1.25	Sherwood Blvd.- SH099
N	WALNUT ST.	0.13	RBL - Baker Rd.
N	WALNUT ST.	0.75	Baker Rd. - Wilder Rd.
N	WILDER RD.	0.25	Walnut St.- Callahan Rd.
		90.42	

AVERAGE SURFACE, GOOD HORIZONTAL & VERTICAL ALIGNMENTS

N	99 W	0.44	RBL - Urban Limit
S	99 W	7.17	CNG - Glenn Co.
N & C	99 W	10.20	San Benito Ave.- CNG
N	ADOBE RD.	0.88	RBL - Wilcox Rd.
S	CAPAY RD.	1.82	99W - Kirkwood Rd.
C	CHARD AVE.	3.35	Rawson Rd.- 99W
S	CLARK AVE.	0.76	Fourth Ave.- River Ave.

S	CLARK AVE.	2.87	Capay Rd.- Fourth Ave.
C	EAST CHARD AVE.	0.35	Samson Ave.- End
S	GALLAGHER AVE.	1.97	End - Rawson Rd.
C	GERBER RD.	2.77	Truckee Ave.- San Benito Ave.
N	HOGSBACK RD.	1.80	SH099 - Tuscan Springs Rd.
N	HOOKER CREEK RD.	7.50	Snively Rd.- Bowman Rd.
S	HOUGHTON AVE.	0.37	Moran Rd.- Finnell Ave.
S	HOUGHTON AVE.	0.53	Olivewood Ave.- End
S	HOUGHTON AVE.	1.50	Finnell Ave.- CNG
N	HOY RD.	0.90	Gilmore Ranch Rd.- Urban Limits
N	JELLYS FERRY RD.	0.11	SH005 - End
S	KIRKWOOD RD.	4.61	CNG - Capay Rd.
S	LOLETA AVE.	0.50	CNG - Woodson Ave.
S	LOLETA AVE.	2.47	Marguerite Ave.- Hall Rd.
W	NEWVILLE RD.	3.36	Black Butte Rd.- Glenn Co.
W	NEWVILLE RD.	5.51	Glenn Co.- Black Butte Rd.
N	RIVERSIDE AVE.	1.54	Rawson Rd.- 99W
S	SIMPSON RD.	2.47	Paskenta Rd.- Freeman Sch.Hs.Rd.
S	SIMPSON RD.	4.44	Freeman Sch. Hs. Rd.- Rawson Rd.
N	SNIVELY RD.	0.20	Auction Yard Rd.- End
N	SNIVELY RD.	0.65	End - Hooker Creek Rd.
N	SNIVELY RD.	2.70	Hooker Creek Rd.- Auction Yard Road
S	SOUTH AVE.	0.20	End - Rawson Rd.
S	SOUTH AVE.	0.87	Rawson Rd.- SH005
N	TRINITY AVE.	0.30	RBL - Urban Limit
N	TRINITY AVE.	1.09	Urban Limits - Paynes Creek Rd.
C	TRUCKEE AVE.	3.28	Gerber Rd.- Gyle Rd.
S	VIOLA RD.	0.47	Kirkwood Rd.- Marguerite Ave.
S	VIOLA RD.	1.73	Rawson Rd.- Woodson Ave.
N	WILDER RD.	1.25	Walnut St.- Live Oak Rd.
N	WILLIAMS AVE.	0.20	Urban Limit - RBL
N	WILLIAMS AVE.	0.50	Gilmore Ranch Rd.- Urban Limits
S	WOODSON AVE.	2.76	CNG - Olivewood Ave.

86.39

AVERAGE SURFACE & HORIZONTAL ALIGNMENT, GOOD VERTICAL ALIGNMENT

N	ADOBE RD.	2.81	Wilcox Rd.- End
N	BEND FERRY RD.	1.25	Jellys Ferry Rd.- Wallen Rd.
N	BEND FERRY RD.	1.44	Wallen Rd.- End
S	HOUGHTON AVE.	0.25	Chase Ave.- Flournoy Ave.
S	HOUGHTON AVE.	1.36	CNG - Viola Ave.
N & C	TYLER RD.	6.95	East Chard Ave.- 99W
S	VINA RD.	0.59	SH099 - Leininger Rd.
S	VINA RD.	1.73	Seventh St.- SH099

16.38

AVERAGE SURFACE, HORIZONTAL & VERTICAL ALIGNMENTS

W	BLACK BUTTE RD.	9.47	Corning Rd. - Newville Rd.
C	EAST CHARD AVE.	0.96	Ventura Ave.- Samson Ave.
N	JELLYS FERRY RD	14.00	Shasta Co.- SH005
E	PLUM CREEK RD.	0.50	Hogsback Rd.- NF Bdry
E	PLUM CREEK RD.	2.25	NF Bdry - Little Giant Ml. Rd.
E	PLUM CREEK RD.	2.60	Paynes Creek Loop - NF Bdry
E	PLUM CREEK RD.	5.46	NF Bdry - Hogsback Rd.
N	RIDGE RD.	9.23	Red Bank Rd.- Live Oak Rd.
S	ROUND VALLEY RD.	3.77	Bly Ave.- Newville Rd.

48.24

AVERAGE SURFACE, POOR TO VERY POOR HORIZONTAL & VERTICAL ALIGNMENTS

C	FLORES AVE.	3.37	Rawson Rd.- 99W
S & C	HALL RD.	5.96	Hoag Rd.- Gyle Rd.
W	NEWVILLE RD.	4.08	Round Valley Rd.- Glenn Co.
W	RED BANK RD.	13.10	Lowrey Rd.- Colyear Springs Rd.

25.51

POOR SURFACE, GOOD HORIZONTAL & VERTICAL ALIGNMENTS

N	A ST.	0.80	Foothill Rd.- Kauffman Ave.
N	BELLE MILL RD.	0.42	SH036 - Williams Ave.
N	FOOTHILL RD.	2.23	A St.- Sixty-Eighth Ave.
N	FOOTHILL RD.	2.74	Cone Grove Rd.- A St.
N	KAUFFMAN AVE.	0.25	A St. - End
N	KAUFFMAN AVE.	1.52	SH099 - A St.
W & E	LASSEN RD.	5.00	SH099 - Meridian Rd.
N	LIVE OAK RD.	1.00	Paskenta Rd.- Wilder Rd.
N	MANTON RD.	0.15	Forward Rd.- Shasta Co.
S	OLIVE RD.	2.28	Neva Ave.- Walnut Rd.
N	PASKENTA RD.	1.55	Urban Limits - RBL
S	RAWSON RD.	0.50	South Ave.- Viola Rd.
S	RAWSON RD.	1.49	Corning Rd.- South Ave.
S	RIVER RD.	2.75	Alameda Rd.- Hall Rd.
S	ROWLES RD.	3.35	Seventh St.- SH099
C	SHASTA BLVD.	4.79	Sixty-Eighth Ave.-Sherwood Blvd.
C	SIXTY-EIGHTH AVE.	1.20	Shasta Blvd.- Foothill Rd.
C	SIXTY-EIGHTH AVE.	1.28	SH099 - Shasta Blvd.
S	SONOMA AVE.	0.16	99W - Alameda Rd.
C	SOUTH CENTER ST.	0.30	Tehama & Vina Rd.- Stanford Ave.
C	SOUTH CENTER ST.	0.54	Stanford Ave.- SH099
N	WILDER RD.	1.25	Live Oak Rd. - Stewart Rd.

35.55

POOR SURFACE, AVERAGE HORIZONTAL ALIGNMENT & GOOD VERTICAL
ALIGNMENT

N	LAKE CALIFORNIA DRIVE	3.45	Bowman Rd.- End
N	MCCOY RD.	7.96	SH036 - Hooker Creek Rd.
N	PAYNES CREEK RD.	1.21	St. Mary's Ave.- End
N	PAYNES CREEK RD.	1.65	Chestnut Ave.- St. Mary's Ave.
C	TEHAMA & VINA RD.	5.57	Sherwood Blvd. - SH099
C	TEHAMA AVE.	0.70	Woodland Ave.- Tehama
C	TEHAMA AVE.	4.40	Rawson Rd.- Woodland Ave.

24.94

POOR SURFACE, AVERAGE HORIZONTAL & VERTICAL ALIGNMENTS

N	BENSON RD.	5.91	Bowman Rd.- Basler Rd.
N	FARQUHAR RD.	2.95	Bowman Rd.- Evergreen Rd.
W	FREEMAN SCH HS RD.	1.77	Simpson Rd.- Corning Rd.
E	LANES VALLEY RD.	6.80	SH036 - Manton Rd.
W	LOWREY RD.	19.47	Red Bank Rd.- Paskenta Rd.
W	PETTYJOHN RD.	3.28	NF Bdry - End
W	PETTYJOHN RD.	7.20	Weemasoul Rd.- NF Bdry
W	PETTYJOHN RD.	11.57	Vestal Rd.- Weemasoul Rd.

58.95

POOR SURFACE & VERTICAL ALIGNMENT, AVERAGE HORIZONTAL ALIGNMENT

S	ROUND VALLEY RD.	3.09	Newville Rd.- Men.NF Bdry
S	ROUND VALLEY RD.	5.91	Men.NF Bdry - Valley View Lo
S	ROUND VALLEY RD.	22.59	Valley View Lo - Mendocino Co.
N	STICE RD.	1.02	St. Mary's Ave.- End
N	WILCOX RD.	2.10	Adobe Rd.- SH005

34.71

POOR SURFACE, HORIZONTAL & VERTICAL ALIGNMENTS

N	BASLER RD.	8.90	Hooker Creek Rd.- SH036
N	HOGSBACK RD.	4.65	NF Bdry - Plum Creek Rd.
N	HOGSBACK RD.	16.98	Tuscan Springs Rd.- NF Bdry
W	LUCE & GRISWOLD ROAD	2.57	Evergreen Rd.- Bowman Rd.

33.1

AVERAGE TO GOOD SURFACE - PRIMARILY AVERAGE, GOOD HORIZONTAL & VERTICAL ALIGNMENTS

W & N	BOWMAN RD.	14.27	SH005 - SH036
S	CAPAY RD.	2.49	Kirkwood Rd.- Watkins Rd.
N	PINE CREEK RD.	5.01	Reeds Creek Rd.- End
C	SAMSON AVE.	0.03	San Benito Ave.- End
C	SAMSON AVE.	0.78	East Chard Rd.- San Benito Ave.

		22.58	

AVERAGE TO POOR SURFACE - PRIMARILY AVERAGE, GOOD HORIZONTAL & VERTICAL ALIGNMENTS

S	CHRISTIAN RD.	2.00	Inghram Rd.- 99W
N	CONE GROVE RD.	2.20	SH099 - Foothill Rd.
S	FOURTH AVE.	0.55	Clark Ave.- End
S	FOURTH AVE.	1.96	Glenn Co.- Clark Ave.
N	LIVE OAK RD.	2.74	Ridge Rd.- End
W	PASKENTA RD.	16.10	Lowrey Rd.- Gyle Rd.
W	PASKENTA RD.	10.84	Gyle Rd. - Urban Limit
N & W	REEDS CREEK RD.	14.55	Wilder Rd.- Vestal Rd.

		50.94	

POOR TO AVERAGE SURFACE - PRIMARILY POOR, GOOD HORIZONTAL & VERTICAL ALIGNMENTS

N	EVERGREEN RD.	8.29	Bowman Rd.- Luce & Griswold Rd.
S	ILLINOIS RD.	0.30	Merrill Rd.- Saldubehere Rd.
S	ILLINOIS RD.	1.70	South Ave.-Merrill Rd.
S	INGHRAM RD.	4.02	Kirkwood Rd.- Malton Switch Rd.
N	RAWSON RD.	0.19	RBL - Urban Limit
C & S	RAWSON RD.	15.59	Urban Limit - Corning Rd.
C	SHERWOOD BLVD.	2.37	SH099 - Shasta Blvd.

		32.46	

AVERAGE TO POOR SURFACE - PRIMARILY AVERAGE, GOOD & AVERAGE ALIGNMENTS

S	HALL RD.	5.18	Hall Rd.- Capay Rd.
S	MERRILL RD.	1.50	Hall Rd.- Illinois Rd.

		6.68	

TABLE V - 1983-1984 IMPROVEMENTS ACCORDING TO TYPE

Arterial and Collector Overlay

Corning Rd.	-	17,500
Bowman Rd.	-	107,000
South Ave.	-	217,000
		\$ 341,500

Arterial and Collector Reconstruction

Corning Rd.	-	36,500
Paskenta Rd.	-	112,000
Bowman Rd./Hooker Creek Rd.	-	1,500
McCoy Rd.	-	53,000
Evergreen Rd.	-	15,000
South Ave.	-	20,000
Paynes Creek Rd.	-	55,000
		\$ 293,000

Other Road Reconstruction

Luchnow Rd.	-	6,500
East Chard Ave.	-	109,500
Butler St.	-	8,000
Gallatin Rd.	-	10,000
Pine Creek Rd.	-	2,500
Plymire Rd.	-	60,000
Long Hollow Rd.	-	15,000
Flournoy Ave.	-	15,000
Toomes Camp Rd.	-	40,000
S. Power House Rd.	-	30,000
Ballard Rd.	-	3,500
		\$ 300,000

Bridge Improvements

Arterials and Collectors	-	309,800
Basler Rd.	-	33,500
Others	-	56,300
		\$ 399,600

Sealing

Arterials and Collectors	-	144,227
Others	-	95,973
		\$ 240,200

TABLE VII - TEHAMA COUNTY TRANSPORTATION PLAN - PROJECT SCHEDULE

YEAR	PROJECT NUMBER	ROAD NO.	ROAD NAME	PROJECT LOCATION	DESCRIPTION	TOTAL EST. COST
1984-85	FAS Y617	56	Paskenta Rd. Rawson Rd. west 0.5 mi.			
	Summary	Various County Road and Bridge Projects			(See Budget)	177,000
		Maintenance Projects on Various County Roads			Various Maintenance	
1985-86	FAS Y617	56	Paskenta Rd. 0.2 mi. west of Corning Rd. intersection to 1 mile west.			Reconstruct Road 306,200
	FAS Y617	56	Paskenta Rd. McCarty Creek Rd. west 1 mile.			Reconstruct Road 421,500
	Summary	Various County Road and Bridge Projects				572,000
		Maintenance Projects on Various County Roads			Various Maintenance	1,850,000
1986-87	FAS Y617	56	Paskenta Rd. 1 mi. west of Corning Rd. intersection to McCarty Creek Road.			Reconstruct Road 663,000
	FAS V308	153	Bowman Rd. Southern Pacific Railroad to Hooker Creek Rd.			Overlay Road 97,600
	Summary	Various County Road and Bridge Projects				488,000
		Maintenance Projects on Various County Roads			Various	1,900,000
1987-88	FAS V308	153	Bowman Rd. Evergreen Road to Landis Road.			Reconstruct Road 242,000
	Summary	Various County Road and Bridge Projects				396,000
		Maintenance Projects on Various County Roads			Various	2,000,000
1988-89	FAS V453	708	99W	Proberta northerly.	Overlay Road	400,000
	Summary	Various County Road and Bridge Projects				350,000
		Maintenance Projects on Various County Roads			Various	2,100,000

SCHEDULE OF RECONSTRUCTION AND IMPROVEMENTS - STREETS, ROADS AND HIGHWAYS

MODE	PROJECT	COST \$1,000	84/ 85	85/ 86	86/ 87	87/ 88	88/ 89
STATE HIGHWAY PROJECTS							
I-5 SR-44 SR-299	In Tehama & Shasta County, Rehabilitate ramps at 29 locations.	586	586				
I-5	At Corning (north & south bound), safety roadside rest stop. Upgrade and add land- scaping, irrigation and sewage disposal.	325			325		
I-5	At Thomas Creek and Elder Creek Bridges, widen bridges to 40 ft.	3,012		3,012			
I-5	From 0.7 to 4.9 miles north of Red Bank Creek Bridge, (portions), landscaping and irrigation.	500	500				
I-5	At Sacramento River Bridge #8-95 & 8-96 in Red Bluff, widen bridges to 40 ft.	7,546		7,546			
I-5	From 0.7 miles north of Snively Road to 1.4 miles south of Shasta County line, add a southbound lane for trucks.	1,102	1,102				
SR-32 SR-36	various locations, Bridge Nos. 8-67, 68, 69, 70, 71, 72, 94, 133, 60; rehabilitate bridge decks.	335	335				
SR-36	Palmer Gulch Bridge to 1.3 miles east of Paynes Creek Bridge and 1.5 miles west to Paynes Creek, structural repair and widen bridge.	1,933	1,933				

MODE	PROJECT	COST \$1,000	84/ 85	85/ 86	86/ 87	87/ 88	88/ 89
CITY OF RED BLUFF							
	Overlay Projects.	240	240				
	South Jackson St., Reeds Creek to South Hasvold.						
	Rio St., Antelope to Cedar.						
	Park Ave., Johnson to Bulkeley						
	Aloha St., El Cerrito to David.						
	Diamond Ave., South Main St. to the Daily News.						
	Walton Ave., Main St. to Washington St.						
	Monroe St., Oak St. to Walnut St.						
	South Main St., Sutter to the north Hospital entrance.						
	Scottsdale - El Cerrito, Combination reconstruction and overlay.	80	80				
	Wiltsey - Colony, reconstruction.	50	50				
	Jackson St. - Walnut St. signals, new loops.	12	12				
	Luther Rd., South Main to South Jackson, overlay.	50		50			
	Montgomery Rd., South Kimball to Oak Creek, reconstruction.	50		20	30		
	South Jackson St., Vista to Fairway Oaks, reconstruction.	40		20	20		
	South Jackson St., Vista to Fairway Oaks, storm drain.	50		20	30		

MODE	PROJECT	COST \$1,000	84/ 85	85/ 86	86/ 87	87/ 88	88/ 89
	Aloha St., South Jackson to Willow St., new construction.	200				50	150
	Miscellaneous projects not currently developed.	300			100	100	100
	Maintenance Projects on various City streets.	250	50	50	50	50	50
CITY OF TEHAMA							
	Minor City street projects.	48	5	5	26	5	7

TABLE VIII

SCHEDULE OF RECONSTRUCTION AND IMPROVEMENTS - PUBLIC/SPECIALIZED TRANSIT

MODE	PROJECT	COST \$1,000	84/ 85	85/ 86	86/ 87	87/ 88	88/ 89
	Operating expenses - Red Bluff DAR for seniors and handicapped; a) City of Red Bluff b) Volunteer Emergency Transportation Service	160	32	32	32	32	32

TABLE IX

SCHEDULE OF RECONSTRUCTION AND IMPROVEMENTS - AIRPORTS

MODE	PROJECT	COST \$1,000	84/ 85	85/ 86	86/ 87	87/ 88	88/ 89
Red Bluff Municipal Airport							
	Slurry seal taxiway	20		20			
	Install medium intensity taxiway lights.	90				90	
Corning Municipal Airport							
	Maintenance	25	5	5	5	5	5

TABLE XI - ZONES OF BENEFIT AND ROADS

NORTHERN PLANNING AREA	
ZONE	ROADS
1A,B	Chestnut Ave./Paynes Creek Rd./Antelope Blvd.
2A,B	St. Mary's Ave./Paynes Creek Rd./Antelope Blvd.
3	St. Mary's Ave./HWY 36 /Antelope Blvd.
4	Hogsback Rd./ Antelope Blvd.
5A,B,C	Adobe Rd./Interstate 5 / Main St.
6A,B	Wilcox Rd./Adobe Rd./Interstate 5 /Main St.
7	Jellys Ferry Rd./Interstate 5 / Main St.
8	Bend Ferry Rd./Jellys Ferry Rd.
9	Lake California Dr./Main St./Interstate 5
10A,B	Adams Rd./Bowman Rd.
11	Bowman Rd./Draper Rd.
12	Hooker Creek Rd./Bowman Rd.
13A,B,14	Bowman Rd./Interstate 5
15	Farquar Rd./Evergreen Rd./Bowman Rd.
16	Hooker Creek Rd./Snively Rd./Interstate 5
17	Basler Rd./Benson Rd./Hooker Creek Rd./Bowman Rd.
18	Hooker Creek Rd./Bowman Rd./Interstate 5
19	McCoy Rd.
20	Hickman Rd./Hooker Creek Rd./Interstate 5
21A,B,22	Jellys Ferry Rd./Interstate 5
23,24,25	McCoy Rd./HWY 36
26	Plymire Rd./Baker Rd./HWY 36
27,28,30	HWY 36
29A,B,C,D	Baker Rd./Walnut Rd./HWY 36
31	Fine Creek Rd./Reeds Creek Rd./Walnut St.
32,33A	Reeds Creek Rd./Wilder Rd./Walnut St.
33B,C	Walnut St./Baker Rd.
33D	Paskenta Rd./Walnut St.
34	Live Oak Rd./Wilder Rd./Walnut St./Paskenta Rd.
35	Red Bank Rd./Live Oak Rd.
36	Ridge Rd./Live Oak Rd.
37A	Red Bank Rd./Live Oak Rd./Paskenta Rd./Wilder Rd./ Walnut St.
37B	Paskenta Rd./Luther Rd./Walnut St.
37C	Wilder Rd./Paskenta Rd./Live Oak Rd./Luther Rd.
37D	Luther Rd./Paskenta Rd./Main St.
38,40,41	HWY 99W /Interstate 5
39	Rawson Rd./Luther Rd.
42	Montgomery Rd./Riverside Ave./Rawson Rd./HWY 99W
CENTRAL PLANNING AREA	
42A	Rawson Rd./Flores Ave./Interstate 5
43A,B,C,D,E	San Benito Ave./HWY 99W
44A,B,C	Samson Ave./San Benito Ave./HWY 99W
45A,B,C	HWY 99E
46A,B,C	Sherwood Blvd./Taft St./HWY 99E
47A,B,C,D	Sherwood Blvd./HWY 99E
47E	Tehama & Vina Rd./Sherman St./HWY 99E

SOUTHERN PLANNING AREA

49A,B	River Rd./Hall Blvd./HWY 99W
50A	Houghton Ave./Gallagher Ave./HWY 99W /Solano St.
50B	HWY 99W
51	Woodson Ave./Kirkwood Rd./Fig Lane /South Ave.
52A	Marguerite Ave./Solano St.
52B	Hoag Rd./Marguerite Ave./Hall Rd.
52C	Hall Rd./Hoag Rd./Marguerite Ave./South Ave.
52D	Oren Ave./Carona Ave./Marguerite Ave./Hoag Rd.
52E	Hoag Rd./Hall Rd./South Ave./Marguerite Ave.
53	Capay Rd./Kirkwood Rd./HWY 99W /South Ave.
54A,B	South Ave./HWY 99W /Hall Rd.
55	Rowles Rd./South Ave.
56	South Ave./Kirkwood Ave.

WESTERN PLANNING AREA

56A	HWY 36
57	Champlin Rd./Paskenta Rd./Gyle Rd.
58,59	Paskenta Rd.

EASTERN PLANNING AREA

60A,B	Manton Rd.
61	Ponderosa Way/ HWY 36
62	HWY 36

TABLE XII - ZONE OF BENEFIT FEES - 76 ZONES

ZONE	AREA	ADT'S	FEE/ADT	AFFECTED ROADS
1	1A	8,300	3.00	Chestnut Ave.
	1B		No Fee	
2		900	3666.00	Paynes Creek Rd., St. Mary's Ave.
3		998	1464.00	St. Mary's Ave., Trinity Ave.
4			17.00	Hogsback Rd.
5	5A,B,C	5,632	409.00	Adobe Rd.
6	6A,B	1,650	49.00	Adobe Rd., Wilcox Rd.
7				Road To Be Built By The Developer
8		680	800.00	Bend Ferry Road
9		900	4364.00	Lake California Dr.
10	10A,10B,11, 12,13,14,15	5,241	13.00	Bowman Rd.
11		228	387.00	Bowman Rd.
12		1,052	98.00	Bowman Rd.
13	13A,B	326	151.00	Bowman Rd.
14			No Fee	
15			No Fee	
16		991	360.00	Snively Rd.
17			No Fee	
18		347	708.00	Hooker Creek Rd.
		347	390.00	McCoy Rd.
19			No Fee	
20			No Fee	
21	21A,B	1,260	17.00	McCoy Rd.
22		2,361	17.00	McCoy Rd.
23		1,394	157.00	McCoy Rd.
24		10,000	78.00	McCoy Rd.
25		6,480	78.00	
26			No Fee	
27			No Fee	
28			No Fee	
29	29A	9,408	152.00	Baker Rd.
	29B,C,D		152.00	Baker Rd.
30				State Highway 36
31		86	No Fee	Local Rd.
32		1,261	395.00	Reeds Creek Rd.
33	33A,B,C,D	4,340	236.00	Wilder Rd., Walnut St.
34		1,052	808.00	Live Oak Rd.
35			No Fee	
36		78	821.00	Live Oak Rd., Wilder Rd.
37	37A,B,D		0.00	
	37C	96	823.00	Paskenta Rd.
38	38,40,41,42		305.00	99W
39			820.00	Rawson Rd.
40			No Fee	
41		4,050	305.00	99W
42	42	240	305.00	99W
	42A	630	1280.00	Rawson Rd., Flores Ave.

ZONE	AREA	ADT'S	FEE/ADT	AFFECTED ROADS
43	43A,B,C,D,E	3,830	308.00	99W
	43A,B,C,D,E		1621.00	San Benito Ave
44	44A,B,C	8,160	308.00	99W
			1612.00	San Benito Ave
45	45A,B		No Fee	
	45C	280	409.00	Aramayo Way
46	46A,B,C	11,552	409.00	Aramayo Way, Shasta Blvd., Sherwood Blvd., Taft Ave. Sherman St., Tehama-Vina Rd.
47	47A,D	1,550	409.00	Same Roads as Zone 46
	47B,C,E		No Fee	
48	Reserved For Future Use			
49	49A,B	4,160	87.00	99W
			392.00	River Rd.
50	50A	972	308.00	99W
			367.00	Gallagher Ave.
	50B		No Fee	
51		575	471.00	Houghton Ave., Woodson Ave.
52	52A	10,098	101.00	Marguerite Ave.
	52B	20,196	120.00	Hoag Rd.
	52C,E		No Fee	
	52D	3,564	422.00	Oren Rd., Carona Ave.
53			No Fee	
54	54A	399	305.00	South Ave.
	54B		No Fee	
55		740	647.00	Rowles Rd.
56		75	785.00	Kirkwood Ave.
	56A		No Fee	
57		9,897	305.00	Paskenta Rd.
			876.00	Champlin Rd.
58			305.00	Paskenta Rd.
59			305.00	Paskenta Rd.
60	60A,B	538	305.00	Manton Rd.
61			No Fee	
62			No Fee	Highway 36

TABLE XIII - ZONE OF BENEFIT FEES PER PLANNING AREA

PLANNING AREA	FUTURE ADT'S	IMPROVEMENT COSTS	FEE PER ADT
NORTHERN	70,191	6,560,559	93
CENTRAL	16,725	2,618,135	157
SOUTHERN	6,328	6,019,734	150
WESTERN	0	7,556,042	*
EASTERN	3,410	261,722	77
TOTAL	96,654	\$23,016,192	

* The amount to be charged cannot be determined based on this formula since development is not projected within the next 20 years in the Western Planning Area.

ZONE OF BENEFIT FEE - COUNTYWIDE

	FUTURE ADT'S	IMPROVEMENT COSTS	FEE PER ADT
COUNTY	96,654	\$23,016,192	\$238

VII - APPENDIX B - AN EXAMPLE SHASTA COUNTY'S IN-LIEU BUY OUT
SCHEDULE

CHAPTER 2 - ROAD POLICIES AND STANDARDS

A. ROAD POLICIES

1. General Requirements

- a. No parcel, lot or building site shall be created or developed in the unincorporated area of the County unless it is directly served by a paved road.

A "paved road" includes 1) necessary subbase and drainage facilities, and 2) surfacing with asphalt or cement-based concrete.

- b. All discretionary uses located in a C, I or MU General Plan designation and all land divisions shall be served by road improvements constructed to the applicable standard established under section B, below.

- c. Road improvements are required from an existing paved public road to each parcel or use being created. Where curbs, gutters, sidewalks or sidepaths are required under section B, below, these improvements shall extend through each parcel for the full length of existing and new roads. The approving agency may also require improvements to the existing paved public road if it does not meet these Standards.

2. Exemptions

The following are exempt from the construction requirements of subsection 1:

- a. An internal driveway, except a flag lot driveway, serving a single dwelling unit.
- b. Any land division that creates no new building site.

3. Exceptions

- a. In lieu of paving, the approving authority may permit the subdivider or developer to buy out his paving obligation by depositing money with the County in an amount determined by reference to the County's buy out schedule, if:
 - 1) The project is a land division creating less than five parcels for present or future residential development and all proposed parcels are 2 A. or greater in size, or

The choice of the buy out option waives any claim that the subdivided or developed property be directly benefited by the amount deposited. However, if a public entity is formed to pave the road, any assessment against the property will be reduced by the lesser of the amount deposited or the amount of the assessment.

Two trust funds are established in the County Treasury, one for the Sacramento Valley Air Basin and one for the Northeast Plateau Air Basin. All deposits made in lieu of paving will be credited to the appropriate fund.

Each fund shall be used to pave unpaved roads in each air basin on a priority basis, to be established by the County in conjunction with APCD. The County will establish policies and procedures for use of the funds, including loans to assessment or other districts to encourage their formation to finance road paving.

- b. When paving is not required under subparagraph 1) of paragraph a, above, the following surfacing shall be added to the subgrade section required under section B, below:
 - 1) Local and higher standard roads require a minimum surfacing of 4" of Class 3 aggregate base or equivalent.
 - 2) Minor local roads require a minimum surfacing of 3" of Class 3 aggregate base or equivalent.
 - 3) Minor roads and driveways require a minimum surfacing of 2" of Class 3 aggregate base or equivalent.

- d. The Department of Public Works or the approving authority may waive the requirements of subsection 1, above, for minor or non-habitable accessory uses.

EXHIBIT A

IN-LIEU BUY OUT SCHEDULE

The following amounts are established as the In-Lieu Buy Out Schedule authorized by section A of the Chapter 2 of the County Development Policies and Standards:

1. For projects served by a road unpaved at any point

Parcel Map (Per Parcel)	\$ 800
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First Building or Mobilehome Installation Permit (New Parcel)	\$ 800
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First Building or Mobilehome Installation Permit (Existing Parcel)	\$ 800
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VIII - APPENDIX C - FINANCING

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EXISTING FINANCIAL SOURCES

Tehama County principally utilizes the restricted funds that are mandated to be used for road purposes, but does enjoy the use of some discretionary funds. Sources typically used to fund the Road Department Fiscal Budget, in descending percentage level, are as follows:

- Highway Users Section 2104
- Fines and Forfeitures
- Forest Reserve Receipts
- Federal Aid Secondary
- Local Transportation Commission Funds
- Gas Tax Section 2106
- State Funds (includes transportation, planning and matching)
- Interest Income
- Roads/Streets Service
- Miscellaneous Income

As a measure of efficiency, the department spent approximately 7.4 percent of its 1983-1984 budget for administrative salaries, services and supplies. TABLE XIV reflects expenditures for projects during the budget year. The first category identifies the arterials and collectors which were improved. The second category identifies the arterials and collectors which were maintained through sealing. The third category identifies the bridge reconstruction work performed. The end of the Table provides a comparison between the amount budgeted and the cost of improvements.

Funding county road maintenance and construction is becoming a more perplexing issue with each passing year. The County has taken certain steps to keep their future costs in line. The most notable step has been to adopt a policy whereby only roads of general circulation importance are being accepted into the County system of maintained mileage. Other roads, which serve a substantial sector of the County are left to the residents to maintain themselves. This is commonly set up by forming a road maintenance association which has its own Board Of Directors and is responsible for collecting the money and performing the maintenance by some method. These associations for the most part are good in theory but have experienced some difficulties from a practical stand point. The most common difficulty encountered is that of an adequate budget and being able to collect funds from all of the participants. This can be anticipated when a group of lay people are working in a sphere that requires professional advice and experience. The association may have received well intended and adequate advice when it was formed, but because of inflation, escalating costs and the lack of continued professional input they often find themselves in financial difficulties.

TABLE XIV - 1983/1984 FUNDING FOR ARTERIAL AND
COLLECTOR ROADS, AND BRIDGE MAINTENANCE

Arterials and Collectors

Bowman Rd.	=	194,000
Corning Rd.	=	29,000
Corning Rd.	=	478,542
East Chard Ave.	=	109,000
Evergreen	=	15,000
Hooker Creek Rd.	=	402,000
Jellys Ferry Rd.	=	586,000
McCoy Rd.	=	53,000
Paskenta Rd.	=	606,000
Paskenta Rd.	=	194,000
Paynes Creek Rd.	=	55,000
Pine Creek Rd.	=	2,500
South Ave.	=	237,000

SUB-TOTAL 2,879,542

Plus Sealing

\$240,200/\$57.10 = \$4207 per mile

Sherwood Blvd.	=	4207(2.37)	=	9,971
Hall Rd.	=	4207(1.60)	=	6,731
Corning Rd.	=	4207(1.50)	=	6,311
Corning Rd.	=	4207(0.20)	=	841
Tehama-Vina Rd.	=	4207(1.20)	=	5,048
Houghton Ave.	=	4207(0.50)	=	2,104
Rawson Rd.	=	4207(1.00)	=	4,207

SUB-TOTAL 35,213

SUB-TOTAL 2,914,755

Bridges

Jellys Ferry Rd.	=	14,500
Hall Rd.	=	3,300
Paskenta Rd.	=	9,000
Hooker Creek Rd.	=	108,500
Manton Rd.	=	2,500
Rawson Rd.	=	17,500
Lake California Dr.	=	37,500
Paskenta Rd.	=	17,000
Aramayo Way	=	12,000
Basler Rd.	=	33,500

SUB-TOTAL 255,300

TOTAL 3,170,055

TOTAL BUDGET AMOUNT 3,338,171

TOTAL MAINTENANCE 3,170,055

BALANCE 168,116

PROPOSED FINANCIAL SOURCES

County Service Area

An alternative to the use of Road Maintenance Associations can be the formation of a County Service Area (CSA). A CSA is an entity which has as its Board of Directors the Board of Supervisors to provide an extended service not generally available through the normal function of the County. As an example, the County's policy of not accepting certain roads into the system of maintained mileage. A CSA can be formed pursuant to Section 25210 of the Government Code, and generally speaking a petition of 10 percent of the registered voters can initiate the formation proceedings, or the Board of Supervisors can do so on their own motion. After the initiating proceedings a protest hearing must be held. The actual formation of the CSA can be defeated either by a protest of 50 percent of the registered voters or 50 percent of the assessed valuation. In the past, some legal advisors to Boards of Supervisors have taken the viewpoint that because road maintenance was not expressly permitted as a function of a CSA, that road improvement and maintenance could not be provided. As a result of conflicting opinions, Senate Bill 1664 was introduced in the 1984 legislative session to clarify the issue. This Bill was approved by the Governor on September 5, 1984, filed with the Secretary of State on September 6, 1984, and will become law on January 1, 1985. Section 25210.4a(15) now reads:

Road maintenance. Street, highway, and bridge construction, improvement and maintenance, including related drainage facilities and structures, necessary design and engineering services and the acquisition of land, easements, and rights-of-way needed for the work. The provisions of Article 3.5 (commencing with Section 20120) of Chapter 1 of Part 3 of Division 2 of the Public Contract Code are applicable to the furnishing of extended services pursuant to this paragraph.

With the Board of Supervisors sitting as the Board of Directors and the availability of professional staff for advice the CSA can be a viable entity to provide the extended service in a substantial area of the County. In addition, funds for improvements are collected as are regular taxes assuring a more stable collection capability.

Assessment District Financing

A very viable means of improving private roads in the County could be the use of assessment district financing for the improvement work with the maintenance accomplished with a CSA, or if time permits, a CSA could be formed and collect a sufficient amount of money to make the improvement, then collect a lesser amount for the maintenance.

Zone of Benefit Fee

A source of revenue not utilized by the County is provided by Government Code Section 66484 which provides for local ordinance to impose a fee for construction of bridges and major thoroughfares. Generally, the County would be obligated to establish, by ordinance, zones of benefit to be able to collect fees as a condition of approval of a final map or as a condition of issuing a building permit. The fee collected would be for the purpose of defraying the actual or estimated cost of constructing bridges over waterways, railways, freeways, and canyons, or constructing major thoroughfares. In addition, a very beneficial use of these funds would be to use them as local matching funds for state and federal assisted projects. There are a number of implementing steps and legal provisions to be adhered to which are outside of the scope of this plan, and are best left to County staff to implement. However, this Plan has delineated the Zone of Benefit mechanisms and options, and recommends their establishment.

TABLES XI through XIII in APPENDIX A identify the proposed Zone of Benefits, the area each Zone encompasses, the ADT's generated, the fee amount per ADT and the roads affected. Not all roads are identified, since the Circulation Element deals primarily with arterials and collectors, and the proposed fees are preliminary.

State Motor Vehicle In-Lieu Fees

A source of funds received by the County that is not used for road purposes, but certainly is vehicle related, is the motor vehicle in-lieu money received from the state. These funds are determined by the number of registered vehicles in the County. The number of vehicles certainly have an impact on the road problems in the County, so it would make sense that these funds should be used for road purposes. These funds are discretionary to be used for priorities established by the Board of Supervisors.

User Fee

Section 35706 of the Vehicle Code recites that "Boards of Supervisors in their respective counties may by ordinance reduce the permissible weight of vehicles and loads upon unimproved county highways or upon county bridges." This is recited because by posting weight limits on unimproved roads, it would be permissible for the County to issue overweight permits for which there could be a fee, or an agreement for use of the road, which would require funds for the maintenance or improvement of the road. Section 35707 of the Vehicle Code defines an improved county highway.

"For purposes of this section, an improved county highway means a highway paved with cement concrete or asphaltic concrete, or a highway with a roadway of hard surface not less than four inches thick made up of a mixture of rock, sand, or gravel bound together by an artificial binder other than natural soil."

It is clear that the intent of the definition is to declare that any highway with less than four inches of paving or macadam surface is an unimproved county road which may be load limited. Improved county highways may also be weight limited to keep them from being destroyed. Under this provision, repairs must be commenced within 90 days and thereafter continuously carried on to completion. This latter provision is most commonly used for roadways that are showing signs of deterioration during wet periods or freeze thaw periods.

Section 35717 of the Vehicle Code provides that:

"Notwithstanding any provision to the contrary, any county may by ordinance prohibit the use of any street, road or highway by any commercial vehicle exceeding a maximum gross weight of 14,000 pounds if, by accepted engineering standards, the street, road or highway cannot support such vehicle."

It is the intent of the Vehicle Code recitations herein to show that steps can be taken to avoid unnecessary damage to county roads which in turn cause maintenance costs to be high. It is further intended that if the user must use the facility then a fee can be collected which can offset the costs of maintenance and improvement.

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